

SMITH, Richard,—served as lieutenant of the Coast frigate in 1664; and in 1666 was promoted to command the Zealand. In the course of the same year he was rapidly removed, first into the London, and afterwards into the Coronation. He commanded this ship in the second engagement between the English and Dutch fleets in this year, when the latter were totally defeated. No notice ever being taken of him after this time, it is somewhat probable he either died very soon after or quitted the service, as immediately after the action we find him superseded in the command of the Coronation by captain, afterwards admiral Davies.

SOUTHWOOD, Henry,—was, in the year 1666, made commander of the Good Hope, a ship of war so named after that, which had, in the commencement of the war, been captured by the Dutch.

STEPHENS, Daniel,—commanded the Robert, and afterwards the Paul, both fireships, in the year 1666. In the prospect of a war with France in 1668, he was again called into service as captain of the Young Lion fireship; and still continuing in the same line, was, on the commencement of the second Dutch war, appointed commander of the Lion fireship.

STOLLARD, Thomas,—commanded a ship of war, called the Milkmaid, in 1666.

STRAUGHAN, George,—was, at the same time, made captain of the Fortune galliot.

SYMONDS, Benjamin,—was appointed lieutenant of the Kent in 1666; and towards the conclusion of the same year was promoted to the command of the Expedition. In 1668 he was made captain of the Swallow ketch.

TANNER, John,—commanded the Cat fireship in 1666.

TAPLEY, or TORPLEY, John,—was, in 1666, appointed to the command of the Adventure, and in the month of December following distinguished himself so remarkably in two separate engagements, one with the French, and the other, twelve days afterwards, with a Dutch Squadron; that we cannot resist the opportunity of recording, at full length, so much bravery, though the detail may, to some, appear longer, not than the merit of the action

action demands, but than the limits of the present work justify. Captain Torpley, in the *Adventure* of thirty-eight guns and one hundred and fifty-eight men, sailed from Plymouth on the 17th of December, in company with five other ships of war, as convoy to a fleet of merchant vessels bound to the southward. On the 19th of the same month the *Adventure* was separated from the rest of the fleet in a gale of wind off the Land's End. The next morning at day break, four ships of war were discovered about a mile to the leeward of the *Adventure*, which being immediately concluded to be her consorts, she, without hesitation, hoisted her colours and bore down to them: on her nearer approach, the strange ships already thinking the *Adventure* a certain prize, hoisted French colours. The wind at that time blew very fresh N. E. by E. and the *Adventure* hawled as close to it as she could lay. The enemy, notwithstanding, coming up with her very fast, captain Torpley resolutely wore round to meet them: in effecting this the *Adventure* had the misfortune to spring her foremast, which must, considering the great superiority of the enemy, have been a matter of much discouragement to a commander and his people less determined than themselves. The enemy began to fire; and the captain is particularly said to have infused so much spirit into his people, as well by his personal example as by his exhortation, that, notwithstanding the disaster which had befallen them before the action commenced, they behaved, through the whole of this perilous and unequal contest, like men determined to deserve victory, though they might not obtain it. The *Adventure* resolutely forced her way through the enemy's squadron till she got up along-side of the vice-admiral, as he is called in the account of the action, who commanded the van ship of the enemy. He attempted to board the *Adventure*, but in vain, for the guns being remarkably well served, her fire was so hot that he was obliged to desist. In a very short time the French ship lost her mizen-mast and main-top-sail-yard; and the next ship a-stern, who, at the same time, engaged the *Adventure*, lost her main-top-sail-yard also; besides which, the masts and rigging of both were very materially injured. The other two ships came up to their assistance, and the contest was renewed;

renewed, if possible, with greater vigour. At length, after it had continued for five hours without the smallest intermission, a fortunate shot, from the *Adventure*, blew up the steerage of the French vice-admiral. His consorts were so much dismayed at the event, that, quitting all hope of capturing the ship, which a few hours before they had thought a certain prize, they now sought, first to assist such of their friends as should have escaped the blast, and afterwards to save themselves from experiencing some farther disaster, by a speedy and expeditious flight. In this action the *Adventure* received, in her hull and sails, above five hundred shot; but what appears next to miraculous, had not a single man either killed or wounded. After so great an escape, effected by dint of valour and good conduct, it was not captain Torpley's good fortune to return into port unmolested. On the 31st of the same month he fell in with three ships of war belonging to Flushing: the *Adventure* met them stem to stem, and neither party shewed their colours till they were within a ship's length. The *Adventure* first hoisted her's and fired a shot at the Dutch, who immediately returned the salute and hoisted theirs. The action having commenced, one of the Dutch ships attempted to lay the *Adventure* a-board, she received her so warmly, that, after having had her ensign staff shot away, she went off by the lee in the greatest confusion. Her two consorts maintained the fight with the greatest resolution for five hours; when one of them being weary of so desperate and fruitless a contest, shot a-head and left the other to maintain the fight alone and unsupported. Captain Torpley, encouraged by the success with which he had hitherto defended himself, resolved, in his turn, to board his antagonist, who being aware of his intention, after firing two or three broadsides, edged away after his companions. Towards evening they fell in with a small Dutch merchant vessel, of which they made prize. Two of the Dutch ships of war*, with whom the *Adventure* had been engaged, now came up apparently with an intention of rescuing their countrymen; but after some consideration, deeming it, perhaps, imprudent to

* The third is supposed to have been sunk.

renew a contest with so spirited a foe, left her to carry off her prize at leisure, and unmolested. When we consider the very superior force of the enemy's ships, one of which mounted thirty-two guns, another twenty-eight, and the third twenty-six, all fully manned; when we recollect also, that these had to contend with a ship, who having lately been in a very severe action, could not have been in so good a state of equipment as themselves, fresh ships, and elated with their superiority, we scarcely know how to decide in which of the two*, captain Torpley and his crew acquired the greatest glory. At any rate it is a convincing proof, however, that neither the superior numbers, or force of the enemy, are sufficient to ensure victory, when that superiority is not supported both by spirit and prudence. From this time we have no farther account of this very gallant man till the year 1678, when he was appointed, by king Charles, to command the *Succes*. There is a wonderful vacancy in his history, from this time till the 15th of February 1690, when he was appointed to command the *Lyon*, and was soon afterwards superannuated with the pay of a captain of a third rate. He died on the 9th of October 1699.

TORRINGTON, Arthur Herbert, Earl of,—was the son of sir Edward Herbert, attorney-general to king Charles the First, and afterwards lord keeper of the great seal to king Charles the Second when in exile. Arthur having been bred to the sea, was appointed lieutenant of the *Defiance* in the beginning of the year 1666, and on the 8th of November following was promoted to the command of the *Pembroke* of thirty-two guns and one hundred and thirty men. His very entrance, as it were, into the service, was marked by an action, which encouraged his country to expect that display of spirit on every future occasion which he now gave them so handsome an earnest of. Soon after his appointment to the *Pembroke* he was sent to the Mediterranean, and falling in with a frigate belonging to the States of Zealand, carrying thirty-four

* In the last action captain Torpley was fortunate enough to experience no farther loss than that of three men wounded, nor any other material damage to the ship than a shot through his main-mast, which rendered it unserviceable.

guns and one hundred and eighty men, engaged her from two o'clock in the afternoon till night parted them: captain Herbert very spiritedly carried a light that the enemy might not lose company. In the morning, his antagonist wishing to decline all farther contest, bore away, and being the best sailer of the two made good his retreat into Cadiz. Wanting that due sense of honour and truth that ever attends the actions of the brave, he failed not to boast of having acquired all the glory of victory without being fortunate enough to obtain the reward; and, as a proof of his pretensions, made frequent challenges while they both lay in a neutral port. The bottom of the *Pembroke* being foul, she was obliged to be hove down. The *Zealander* made almost daily boasts of his prowess, firing his guns, by way of bravado, as long as the English frigate lay in that defenceless state. As soon as the *Pembroke* was righted, and in a condition to go to sea, captain Herbert slipped his cable and stood out to engage. The service soon becoming too hot for the *Zealander's* cold phlegmatic constitution, he retreated a second time with greater expedition than he had advanced. Captain Herbert in vain fired his chase guns, endeavouring to disable him ere he could reach the bay of Cadiz, where, by the law of nations, he knew he might continue unmolested. The *Pembroke* lay-to off the bay till next morning, fruitlessly expecting some new display of spirit from an enemy who had boasted so much, and shewn so little. Captain Herbert returned to England about six weeks afterwards, with a large convoy under the chief command of rear-admiral Kempthorn. But the *Pembroke* had the misfortune to fall on board the *Fairfax*, another ship of the fleet, off Portland, and received so much damage from the shock that she sunk almost before her crew had time to save themselves: six, or seven, who were sick and in a helpless state being lost with her. Captain Herbert, who got safe on board another ship, was, immediately on his arrival, appointed commander of the *Constant Warwick*; from which ship, in 1669, he removed into the *Dragon*, one of the ships sent to the Straights, in the same year, under the command of sir Thomas Allen. In the month of May 1671, he fell in with two Algerine frigates, whom he immediately en-

gaged * with the utmost resolution : and though he unfortunately failed in capturing either of them, it manifestly appears the want of the most complete success was not owing to any deficiency either of bravery or good conduct in captain Herbert. On his return from the Streights, in 1672, he was appointed captain of the *Dreadnought* ; from which ship he was almost immediately promoted to the *Cambridge*, on the death of sir Fretcheville Hollis, killed at the battle of Solebay : and being detached by the duke of York, together with the *Bristol*, to watch the motions of the Dutch, they fell in † with their East India fleet, which they immediately attacked. Captain Herbert boarded the largest ship in the fleet, but was unable to carry her off, as well from her being extremely well seconded and supported by her consorts, as that in the midst of the action the *Cambridge* herself took fire ‡. Captain Herbert commanded the *Cambridge* during the remainder of the second Dutch war ; and in the first action which took place the following year, between prince Rupert and the Dutch fleet, behaved with wonderful bravery. A conduct less remarkable in him, as it was what every body expected. His ship was so much disabled in the engagement as to be sent home, even when a renewal of it was hourly expected. He is said, by Campbell, to have been desperately wounded in the action. This circumstance may, in all probability, be strictly true ; and we are the more inclined to believe it, from finding no farther mention made of him, during the remainder of the Dutch war. But no notice is taken of it in the account given of the action by prince Rupert, who has been rather par-

* Of this action, and the escape of the enemy, we have the following authentic account. " The *Dragon*, captain Herbert commander, engaged, almost three days together, two Turk's men of war, and bearing up close with one of them, with resolution of boarding him, the officer that cund the ship was unfortunately shot, which causing a mistake at the helm, the ship call a contrary way and gave an opportunity to the Turks of getting the wind and making several shot at her ; but as soon as she tacked about they began to fly, and by this accident happened to escape. Captain Herbert had ten of his men hurt, and himself wounded in the face with a musket ball, but it is hoped he is in no danger."

† On the 22d of July.

‡ See the Life of captain Wyld, p. 188.

ticular in mentioning the names of such officers as were killed or wounded. He appears also, which is a farther corroboration of Campbell's account, to have, in great measure, retired from the service for some years, as he had no appointment from the conclusion of the second Dutch war to the 5th of November 1677*, when he was made captain of the *Rupert* of sixty-four guns, by king Charles the second. He sailed early in the following year for his old station, the Mediterranean, the only part of the world, indeed, where, at that time, a man of his active and spirited turn of mind could distinguish himself. He received soon afterwards a commission, bearing date from the 15th of February 1677-8, appointing him to act as vice-admiral † of the fleet already in the Mediterranean, under the orders of sir John Narborough. This promotion is a very striking proof of the high estimation in which he was, at that time, held for his abilities and prudence, inasmuch as, there were many captains in the same fleet, who, from their seniority to captain Herbert, might appear, *on that ground*, to have been better entitled to the appointment. On the 1st of April 1678, being then in company with the *Mary*, commanded by sir Roger Strickland, they fell in with a very large Algerine ship of war, carrying forty guns and four hundred men, esteemed at that time the best in their service. The *Rupert* engaged her singly for a considerable time, before the *Mary*, owing to the weather being calm, could get up. The *Rupert* had, indeed, the sole merit of subduing the corsair, as he struck as soon as ever the *Mary* closed with him ‡. In this action captain Herbert lost one of his eyes.

* Rather an extraordinary circumstance in the life of a man ever ambitious of employment, except considered as originating in such a cause. No other instance occurs of his being out of employ, from his first entrance into the service till the time he quitted it in the reign of James the Second.—Campbell makes the following observation. "After that (*the second Dutch*) war was over, captain Herbert had leisure to attend the court, and to solicit the rewards that were due to his services, in which he met with all possible kindness from the duke of York."

† Or second in command.

‡ We have the following additional particulars, relative to the action, in a letter from Cadiz, dated April the 3d. "When sir Roger

eyes*. In the month of May 1679, sir John Narborough returned to England and left the command with vice-admiral Herbert†; but he did not receive a regular commission, to act as commander-in-chief on that station, till the 17th of July 1680. In the month of November 1679, Tangier being then attacked by the Moors, who had been long accustomed to keep it in perpetual alarm, the vice-admiral‡ arrived very providentially in the road during the hour of the garrison's distress, and immediately landed, in their support, a battalion of three hundred and fifty men, completely equipped and officered from the squadron. The vice-admiral landed with them himself; and quitting his station of a naval officer, commanded, in person, an attack, made on the 8th of the same month upon a Moorish intrenchment. The prudence, as well as bravery, he exhibited on this occasion, may be thought to leave it a matter of doubt, whether he had most signalized himself on former occasions, in that particular profession of arms to which he had been bred, or in that new branch, to the exercise of which he had, but so lately, aspired. Their attack being parried § the Moors consequently retired. Admiral Herbert still continued in the road; and on the 11th of April drove on shore a new Algerine frigate of twenty-eight guns, called the *Orange-Tree*, which had been chased into the road of Tangier, by the

Strickland came up likewise, the Algerine surrendered, having lost two hundred men. The captain of the Algerine is an old Turk, who, when he could defend his ship no longer, caused all the arms to be thrown overboard. In the *Rupert*, all the officers, to the boatswain's mate, with nineteen others, are killed, and between thirty and forty wounded. Captain Herbert himself is very much burnt in the face by some powder in bandoleers, which took fire on the quarter-deck, but without danger, though he hath not yet recovered his sight."

* The prize, which was called the *Tyger*, was nearly as large as her captor, and carried an hundred and thirty men more than her. She was afterwards commissioned in the English service.

† As he is filed in the *Gazette*, No. 1412.

‡ See *Gazette*, No. 1469.

§ Herbert is said, by Campbell, to have been, about this time, created rear admiral of the blue; but as there does not appear to be any certain proof of this fact, it is most probable this promotion is substituted for that of "admiral of the fleet in the Straights," which local command and rank was conferred on him about this time.

Hamp-

Hampshire, captain Pinn, and the Adventure, captain Booth*. On the 8th of May following the Moors commenced a fresh attack; and on the 13th it was found necessary to abandon an advanced work, called Henrietta Fort. To manage this retreat in safety was become a matter of consummate difficulty, as well from the great force of the besieging army, as the advanced state, and near approach of their attack. Admiral Herbert did not a little contribute to its being successfully achieved, without much loss, by making a diversion, and feigning an attack on the Moorish camp, from the seaward, by an embarkation in boats. He contributed in a higher degree to the safety of this harrassed city on the 20th of September following. The Moors had, soon after their last attack, agreed to a short truce, which they employed very diligently in making every preparation for a still more formidable assault. Admiral Herbert, on his part, used every possible means in his power to defeat the intention of the enemy, by landing with a considerable body of soldiers and sailors from his squadron; and to encourage them the more to their duty, again quitting his station of a naval commander, he took upon himself the office of a general. His behaviour on this, as on every other occasion, was most conspicuously great†. Soon after this time the Algerines, who had not been sufficiently humbled by the chastisement they had received from the fleet under sir John Narborough, began to renew their depredations in so great a degree, as to excite the indignation both of the government and the nation. Admiral Herbert sailed for Algiers in the middle of February 1681, and by his prudent as well as spirited conduct, the preliminaries were, with some little pause, agreed upon; and the peace soon after concluded‡. A peace which has,

* The following being an extract of a letter from Cadiz, dated April the 22d, 1680, may serve to prove the singular assistance he rendered the city of Tangier at this critical juncture. "Vice-admiral Herbert lies before Tangier, with a strong squadron, ready to give them very considerable assistance, if there be occasion."

† Vide Relation of the Success against the Moors, published by authority.

‡ On the 10th of April.

with very trivial exceptions, been since kept inviolate. The object, for which the fleet had principally been sent to the Mediterranean, being thus accomplished, admiral Herbert returned to Europe*, and was, on the 3d of February 1683, constituted rear-admiral † of England. After the accession of James the Second, Herbert was universally esteemed one of these persons most in favour with the new sovereign, who soon afterwards appointed him master of the robes. This gleam of court sunshine was soon overcast. Herbert was a man of those steady and truly patriotic principles which would never bend to flattery, or hopes of private emolument, nor be fettered by the smiles or promises of the great. To this firmness of mind he added a judgment too sound to be wrought on, or shaken by specious argument: ever awake to what he deemed the real interest of his country, he was among the foremost of those true patriots who steadily opposed the repeal of the Test Act. This was an opposition to that most favourite project of James, who was in every respect the sovereign of his heart, except when those projects appeared to militate against the public good. The monarch was resolved to make him pay the forfeit of his delinquency, and feel, in its utmost extent, every effort of his royal anger. He dismissed him from all his employments ‡. These repeated instances of royal disgust,

* On the 28th of August 1683, he was appointed one of the commissioners for executing the office of lord high admiral. He continued in this post till king Charles took into his own hands the management of the navy, May 22, 1684.

† The manner in which this appointment was notified to the public is too honourable to admiral Herbert to be omitted. "Whitehall, February 4. His majesty has been graciously pleased to constitute Arthur Herbert, Esq. rear-admiral of England, in consideration of the many good and acceptable services performed by him, as well in the inferior commands which he hath had in his majesty's fleets, so more especially of late years in the quality, first of vice-admiral, and then of admiral and commander-in-chief of his majesty's fleet employed in and about the Mediterranean, against the pirates of Angiers and other his majesty's enemies of Barbary."

‡ On the 18th of March 1686, lord Thomas Howard was appointed to succeed him as master of the robes. Soon afterwards he was removed from his honorary appointment of rear-admiral of England, in order to make room for king James's more favoured friend and counsellor, sir Roger Strickland.

aided by the unconstitutional measures of James, and that thorough opposition of political principles and ideas which subsisted between him and the admiral, induced the latter to be one among the foremost of those who repaired to the prince of Orange. As his influence, especially among the seamen, who revered him, who loved him as a friend, as a commander, as a parent, was known to be very extensive, as the highest opinion was entertained both of his integrity and judgment, his early arrival was particularly grateful to those who were friends to the revolution, and truly serviceable also to the cause in which they were about to embark. The states-general, truly sensible of his worth, conferred on him the command of their fleet, with the title of lieutenant-general-admiral. In this station he proved himself in every respect deserving the high trust that was reposed in him, having, both in his general advice and particular personal conduct united the most consummate prudence* with the most active and spirited exertions. The revolution being effected, William did every justice to his high merit, by continuing to him that command he had born with so much credit to himself, and success to the personage whose cause he had espoused. On the 8th of March 1688-9 he was appointed first commissioner for executing the office of lord high admiral†, and in the beginning of April sailed with a force, consisting only of twelve sail of the line, to oppose the French fleet under Mons. Chateau Renard,

* Even his arch enemy, Burnet, admits the success to have been, in great measure, produced by the prudent advice given by him. "Owing to the reasons suggested by admiral Herbert, the prince of Orange laid aside his intention of sailing northward to the Humber, which must have been attended with many inconveniences, as no fleet can lie long with safety on that coast." — Campbell says, "by the skill and care of admiral Herbert the troops were very soon landed, and, by his intelligence with several persons of distinction in the neighbourhood, amply supplied with provisions and other necessaries." And again, speaking of admiral Herbert, "in a very few days the good effect of the admiral's letter appeared by the coming in of several ships, and the way being once broke the seamen declared, in general, for the prince; from all which it fully appeared, how much the success of this great affair was owing to the valour, vigilance, and prudence of this noble person." — Mem. of Adm. Herbert.

† Gazette, No. 2434.

which

which had convoyed king James and his army to Ireland; and, being since that time considerably reinforced, was composed of no less than forty-four ships, twenty-eight of which were of the line of battle. Herbert, almost providentially, and not till the very eve of the action, received an augmentation of his force, so that, on the 1st of May, the day in which the battle of Bantry Bay took place, it consisted of eighteen sail of the line, two frigates, a fireship, and two or three small vessels. Notwithstanding this disproportion of force, the gallant admiral considering the glorious and decisive consequences that would inevitably attend victory, and the mere partial misfortune that would pursue even defeat, with that marked decision which distinguishes the military hero from the military pedant, hesitated not a moment. The constant if not only object of his *mœuvres* was to close, if possible, with an enemy, who, notwithstanding their superiority, as constantly manifested the intention of engaging only indecisively, and at a distance. As they had the advantage of the wind, it was not in the power of admiral Herbert to avoid this desultory kind of contest, which ended, as every action with the same enemy has done since that time, in which they have been fortunate enough to possess the same advantage. In short, after a distant cannonade of three hours, during which time admiral Herbert made every possible, though, from the consummate caution of the French admiral, fruitless effort to weather his antagonists, *Monf. Chateau Renard* thought proper to tack, and put an end to the contest by standing farther into the bay, whither it was not prudent, or, perhaps, possible for the English to follow him, contented with the glory of not having been completely defeated by a force little exceeding half his own. King William, fully sensible of the merit of the action, hastened to Portsmouth in order to reward, in person, that gallantry which had, at least, contributed so much to the honour of the nation. After bestowing pecuniary gratuities on those to whom such munificence could with propriety be shown, he proceeded to confer such honours as were properly suited to the condition and rank of those commanders who had signalized themselves on this memorable occasion; and on the 29th of May created admiral Herbert baron Herbert of Torbay, and earl of Torrington. The fleet
being

being reinforced by admiral Russell and the Dutch, and those ships which had received damage in the late action refitted with the utmost dispatch, the earl of Torrington proceeded to sea the beginning of July. But the French having no object in view that rendered a second battle absolutely necessary, did not think proper to venture into the Channel during the remainder of the year: Lord Torrington, with the body of the fleet, returned into port for the winter on the 2d of October, having previously detached lord Berkley with a strong squadron to the westward, to repel or prevent any desultory attack that might be attempted by the enemy. In the month of January following he resigned his post of first commissioner of the admiralty in consequence, as it is said, of some murmurs in the house of commons at the reported ill-equipment of the fleet, and its having been very badly victualled. He was succeeded by Thomas earl of Pembroke and Montgomery, a nobleman whose great popularity was thought most likely to allay the public clamour. The French having, during the winter, strained every nerve to augment their marine and render it still more superior to that of England than it was (proportionably) in the preceding year. They, in the month of June, made their appearance in the Channel with a fleet of eighty-four* sail of the line, besides a number of frigates, fire-ships, and small vessels. Notwithstanding their arrival was so sudden and unexpected, and their force so much superior, the earl demurred not an instant in putting to sea, rightly judging it was more for the advantage of his country to meet or attend its enemies with a fleet inferior in point of numbers, than suffer them to traverse the Channel unmolested, unopposed, or unwatched. Previous to the action, and on the very verge of it, the earl was, as he had before been at Bantry Bay, happily reinforced, first by a small division

* As appears by the list of the French fleet attached to a very scarce print of the action, in the possession of William Locker, Esq; lieutenant-governor of Greenwich Hospital; this print was published under the immediate inspection of the earl of Torrington, and we have caused it to be very faithfully re-engraved, as well because of the complete illustration it affords of the particulars of this action, as on account of its scarcity: no other copy than that we have obtained having been preserved. We report this circumstance on the authority of the late Mr. Gifford, whose knowledge and judgment in matters of this nature are well known.

of English ships, and afterwards by the Dutch under admirals Evertzen, Callemborgh, and Vander Putten, so that his fleet, at last, consisted of fifty-six sail of the line*. With this force, disproportionate as it was to that of the enemy, the earl continued to follow, preventing them, by his presence, from the power of mischief, but wisely wishing to avoid an action till his fleet should, by farther reinforcements, acquire sufficient strength to render conquest certain. This was the state of things when an express arrived from the queen, at the instigation, and by the advice, as it is said, of Russel † his enemy, commanding the earl instantly to engage. He immediately took every step prudence as well as bravery could suggest to ensure all the success that could reasonably be hoped for. He convened all the flag officers‡, imparted to them his orders, and prepared for battle. As soon as it was light on the morning of the 30th day of June, the earl made the signal for his fleet to fall into a line. As soon as this was effected he bore away for the enemy; and at eight o'clock made the signal for close action: the French in the mean time (confiding in their superior numbers) prepared also for the contest. Their fleet was ranged, not, as is usually the case, in a strait line, but a curve, called by most historians (though improperly) an half moon. It is admitted, however, on all hands, their van and rear were considerably to windward of their centre, which appears from the print already mentioned, to have fallen inward directly opposite to the earl's *own* division of the red Squadron, as though the enemy had studied, with the utmost caution, to avoid *him*. It has been invidiously insisted on by his

* As appears by the minutes of the court-martial held on the earl.

† Dalrymple's Mem.

‡ Notwithstanding what Burnet is pleased to advance to the contrary, it appears by the evidence of captain Neville, who was the earl's captain, such orders were not discretionary, but positive.

"Captain Nevill," as soon as the express came with orders to fight, on Sunday, about four in the afternoon, a signal was given for a council of flag-officers, to whom they were imparted, some of the Dutch flag officers said, *it were to be wished they had been stronger; but the queen's orders MUST be obeyed, and so went to their ships to prepare.*" Vide Abstract of the Evid. given to the Lords Com. by the Admirals and Captains, of the Engagement at Sea. Published by Authority 1691.

of the Late Engagement at Sea between the English and the
NNE to the ENE with an exact List of y^e English Dutch & French

The Splendor	The Belleguer	The Fleury	The Strong	The Dread
The Conqueror	The Crown	The Sarcos	The Undeale	The Force
The Holy Ghost	The Langued	The Crest	The Vengeance	The Marquis
St Phillip	The Mary Jane	The Crest	The Lady	The Strong
The Thunder	The Splendor	The Newton	The Defeat	The Undeale
The Haughty	The Brightness	The Eagle	The Available	The Brave
The Terrible	The Bluster	The Roman	The Excellent	The Ambitious
The Conqueror	The Pump	The Tanager	The Prison	The Caparrell



English	2 Vice Admiral Apsley	12 Sovereign Adm ^l of 32 Bat Frenchigate	Deluge	Kings	28 Coroner
Adm ^l	3 Equitation Clement	13 Windsor Castle Churchill	21 Restoration	Batham	29 Adm ^l
Adm ^l	4 Mary Jane	14 Lorne	22 Anne	Forest	30 Katherine
Adm ^l	5 Woodcock	15 Darling Castle Hastings	23 Naval Victory	Ballard	31 Cambridge
Adm ^l	6 Lynce	16 York	24 Edgar	Tanager	32 Burnish
Adm ^l	7 Rogers	17 Suffolk	25 Brader	Nice	33 Smallen
Adm ^l	8 Almonde	18 Hampshire Court Lynton	26 British	Tanager	34 Duglass
Adm ^l	9 Grafton	19 Dashed	27 Dashed	Durall	35 Equitation

enemies, that his division alone was least in action: but if they had wished to establish a character for candour, they would have done well to consider the danger into which the whole fleet would have been brought by the earl's rashly bearing away into the immense bay, if the term may be allowed, formed by the French centre. Separated as the squadrons of the combined fleet were, strait as was its line in comparison with that of the French, the latter still continued to out-stretch them considerably; and if the earl, listening only to the dictates of gallantry, had broke that line, by bearing in for the enemy's centre, his division might easily have been enclosed; when, if that enemy had done their duty properly, few of his ships would have been left for the future defence and protection of England. It may probably favour strongly of British spirit to agree with what was theoretically advanced by some of the British captains in that action, that if all the ships in their line had engaged as close as those of sir John Allby's division did, the French, in all probability, would not have gained so much advantage as they did: yet, if we consider the strength of the two fleets, their situation, and the form in which they were each drawn up, we must, now time has mellowed the roughness of party prejudice, admit that such conduct could only have originated in the same rashness which induced the Dutch, who led the combined fleet, to stretch forward with a press of sail till they reached the enemy's van, although they, by that conduct, left such an interval between them and the red squadron, as in some measure, contributed to their own destruction and the joint misfortune of the whole fleet. A celebrated ingenious modern writer* has summed up the whole in the following short and expressive manner: "*There was this difference between the admirals—Evertzen fought for glory only; but the other, trusting to the greatness of his character for glory, reflected that the SAFETY of his country was intrusted to HIM.*"—Notwithstanding every possible advantage that might have been derived by the French from their superiority of force, it does not appear, from the best authorities, that the loss of the English was more than one ship of the line, the *Ann* of seventy guns, commanded

* Dalrymple, Part 2d, Book the 5th.

by captain Tyrrel, and that of the Dutch six, a loss surely inferior to what might have been expected considering the great disadvantages under which the combined fleet laboured. But though the safety of the kingdom was purchased at so easy an expence, comparatively speaking, and the armada of the French, disabled from future offensive operations, was content with the empty triumph of the combined fleets having retired before it; though it retreated itself, in a short time, to its own harbours, without venturing at any enterprize worth the dignity of being recorded by any historians but their own; yet the people of England were not to be satisfied with what might with propriety be termed a negative victory. They thought their national dignity degraded; and disappointed in the vain hope of their admiral effecting impossibilities, joined all in the general cry of misconduct and treason, from the peasant to the prince. The court, however, assembled to take cognizance of the matter, did every justice to the merit of this brave but unfortunate man*, and acquitted by the general voice of those, who understanding perfectly the weakness of the charge and the propriety of the answer, he sought, in retirement, that peace and tranquillity, the factious, not to say ungrateful spirits of his countrymen, appeared to wish to deprive him of. Having never more entered into what is called public life, he died on the 13th day of April 1716, in an advanced age.—The character given him by Burnet affords a proof how far men of the *soundest* judgment, the most *impartial* mode of thinking, and the *strongest* attention, in other instances to *veracity* and *candour*, suffer themselves to be hurried into expressions which maturer consideration and cooler reflection would certainly have obliterated. Not being able to censure

* Among other most liberal testimonies now existing of the high injury done by imputing to this noble person the smallest guilt, is an original letter, written to him immediately after the action, by the gallant sir Cloudesly Shovel, a man, whose opinion relative to such a transaction must ever be treated with the highest respect, as his character, both as a most able officer and an honest man, can never cease to be revered. After paying lord Torrington's general conduct every fair and proper tribute, he adds, in direct terms, that he was himself convinced, from every possible information he could procure on the subject, that his behaviour had been, through the whole business, as gallant as it was prudent. In short, to have acted otherwise than as he did, would have been to have disserved his country.

admiral Herbert's attachment to the constitution, and that truly valuable assistance he afforded the prince of Orange before the revolution actually took place, the good bishop endeavours, as much as possible, to lessen the merit of the action by attributing its original cause to a personal quarrel between the admiral and lord Dartmouth, who being supposed to possess more of the king's confidence than himself, created first a jealousy, which *pride*, to use the bishop's own word, raised into sullenness, towards king James, and time afterwards improved into a firm opposition to his arbitrary measures. Thus has one of the greatest acts of patriotism been degraded by a person embarked in the same cause with himself, into the restless uneasy working of a disappointed spirit. The character of the noble earl stands, however, far above the reach of any malicious aspersions. James had been his friend, his patron: the mutual attachment that was well known to subsist between them, had originated in the noblest motives, the desire of rewarding merit in one, and an honourable gratitude for that attention in the other. The favour of his royal patron had bestowed on him divers employments, which yielded admiral Herbert an annual income of four thousand pounds a year; this, together with the friendship of his sovereign, he had resolution and patriotism enough to forfeit and forego, rather than support, for a single moment, such measures as he thought offensive to the constitution and liberty of his country. The prince, whose cause he next espoused, and whose *champion*, as it were, he avowed himself by his conduct, surrendered him a prey to faction, and the ingratitude of the populace; condemned by the voice of that powerful body before they had heard his defence; convicted of the high crime of not effecting what, to human power, was impossible; discharged from the high and honourable command he had so bravely, and, till this period, fortunately held; dismissed from the smiles and favour of that sovereign whom he more eminently perhaps than any other person, had assisted in raising to the throne; branded, in his old age, with the name of coward, after having, in his youth, justly acquired the character of a brave man, by the most extraordinary exertions of personal valour. Unmeritedly disgraced and dishonoured as he was, still he did not complain, because that complaint might have en-
creased

creased the ferment already raging too violently in the nation, and which every honest man would, on all occasions, endeavour to diminish. His peaceable conduct after this event was, if possible, more brilliant than his warlike achievements prior to it had been; the steady supporter of government on every occasion, where its measures did not militate against the interest and welfare of the people: he was ever listened to with attention, mixed with respect and delight, even by his greatest enemies. So studious was he to avoid being charged with ever thwarting the measures of government wantonly, that wherever he felt himself in conscience bound to oppose them, he always stated his reasons publicly by entering a formal protest. A part of his fortune he bequeathed to the earl of Lincoln, not so much on account of any private friendship, for relationship there was none, as in consequence of his uniform, honest, and patriotic conduct on all public questions, and his steady support of that constitution of which the earl of Torrington himself was so enthusiastic a friend and admirer*. This noble earl was twice married: first to Anne, daughter of — Hadley, esq; and widow of — Pheasant, esq; and, secondly, to Anne, daughter of Thomas, lord Crew, of Stene; but had no children by either.

TOVEY, Nicholas,—commanded the Fox frigate in 1666.

TRAFFORD, Thomas,—was made lieutenant of the Monk in 1661, of the Leopard in 1662, the Nonfuch in 1663, and the Amity in the following year. In 1665 he was promoted to the command of the Unity; but he had been appointed to act as captain of this ship some time before he received a regular commission for that purpose. We find in the Gazette, No. 1, the following article. "Guernsey, October the 20th, 1665. Yesterday came into our road the Unity frigate, captain Trafford commander, who brought in a prize, captain John Gilson of Flushing, being a privateer of seven guns and forty-five men." From the time of his quitting this ship captain Trafford had no command till the year 1671, when he was made commander of the Old James. In the fol-

* The remainder he bequeathed to captain, afterwards admiral, Neville, who had been his captain.

lowing year prince Rupert appointed him to the Guinea. Peace being concluded with the Dutch in the following year, he again retired from service till the 12th of April 1678, when he was made, by king Charles the Second, who had taken upon himself the direction of the navy, commander of the Persia Merchant, hired ship of war. On the 5th of September 1682, he was appointed to command the boats at Portsmouth; and again, on the 1st of June 1685, was re-appointed to the same service.

TREHERNE, William,—after serving as lieutenant of the Nonfuch in 1660, the Breda in 1664, and the Coast in the following year, was made captain of the East India Merchant in 1666.

TREVANION, Richard,—was appointed, by prince Rupert and the duke of Albemarle, on the 3d of July 1666, to command the Marmaduke, and was soon afterwards removed into the Dartmouth. In 1670 he was appointed to the Richmond; and in 1672, first to the Bonadventure, and afterwards to the Dreadnought. On the 9th of March 1674 he returned into his old ship the Dartmouth. On the 22d of April 1675 he was made captain of the Jersey; and six days afterwards, that is to say, on the 28th of the same month, was removed into the Yarmouth. On the 21st of July 1677 he was appointed commander of the Saudadoes. He quitted this ship, on the 12th of May following, for the Montague, but returned back to the Saudadoes on the 26th of October in the same year. He was re-commissioned twice afterwards to the same ship, first on the 22d of October 1681, and secondly on the 2d of April 1685. At the time of the duke of Monmouth's invasion he was made commodore of a small squadron sent to intercept the ships which had conveyed the duke to England. In this expedition he was very successful. Arriving off Lime on the 20th of June 1685, he there captured two small ships of war, the naval force that assisted in the expedition, and two transports, on board which he found forty barrels of powder, and other stores, the loss of which most grievously distressed the unfortunate duke. On the 22d of April 1687, he was made captain of the Hampshire; and lastly, when the terrors of the approaching invasion induced James to fit out a formidable fleet, he was, on the

17th of September 1688, appointed to the *Henrietta*. Strongly attached to the cause and person of king James, he was one of those who were entrusted with the secret of his escape, and to whom the particular mode of conducting it was afterwards confided. He accompanied his exiled sovereign to France, and attended him to Ireland. Inattentive to his country's welfare, the patron and friend of his posterity he deserted not in his distress. The time of his death is not known.

TURNER, John,—was appointed lieutenant of the *Dragon* in 1665, and the *Mary Rose* in 1666. Towards the close of the latter year he was promoted, by prince Rupert and the duke of Albemarle, to command the Expedition. In 1667 he was removed into the *Abraham* and *Sarah*, in all probability an hired ship of war. In 1671 he was made captain of the *Tyger*, and sailing for the Straights soon afterwards, quitted this ship in the following year for the *York*, in the command of which ship he died on the 16th day of July 1672. His body, being brought to England, was interred in the church of St. Nicholas, Deptford, where an handsome monument has been erected to his memory, bearing the inscription beneath*, which, while it transmits to the world a character

* Prope hanc parietem
 Deposuit exuvias carnis Jo. Turner,
 Armiger, navis cui titulus Eboracum
 Nup̄r strategus.
 Tho. Turner et Eliz. uxoris ejus
 Unicæ filię et hæredis Jo.
 Holmden militis filius natu secundus
 Illibatæ fidelitatis erga regem
 Infractus afflecta
 Intemerati erga parentes obsequii
 Ingens symbolum
 Amicis suada, et lenocinio calami
 Quam apprime gratus
 Et in omnes alios facilis et urbanus
 Qui cum in utroque bello Batavico,
 Et contra prædones Algerinos strenuam
 Navarat operam
 Causo correptus et eodem denuo;
 Confectus et oppressus.
 Fortissimam animam Deo transmissit,
 Denatus 16th Julii, anno salutis reparatæ 1672,
 Ætat 27.

Underneath.

character he appears very justly to have deserved, affords us at the same time a brief relation of the leading transactions of his naval life.

WILLSHAW, Francis,—was made lieutenant, first of the Old James, and afterwards of the Royal James, in the year 1665. In 1666 he was promoted, by prince Rupert and the duke of Albemarle, to command the Antelope of fifty guns, stationed in the line of battle as one of the seconds to the Royal Charles, on board which ship the joint commanders-in-chief had hoisted the standard. He afterwards commanded, and with the greatest credit, one of the companies detached under sir Robert Holmes to attack the islands of Ulie and Schelling. After the conclusion of the first Dutch war he had no further appointment till about the year 1671*, when he was made captain of the Concord. In the month of January 1672 he arrived at Lisbon with the Streights fleet under his convoy, after having encountered a most dreadful storm, of sixteen days continuance, in the bay of Biscay. The ships under his charge were, consequently, very much dispersed; several of them put back to England. Four days after the gale had subsided he fell in with a squadron of fifteen Dutch men of war, besides fireships. fighting his way, however, with much intrepidity and good conduct through nine of the enemy's ships that got

Underneath.

Quem non Turca domat, non Belgæ, ferocior illo
 Turpiter, imbellis mors, sine cæde rapis
 Nil ausa in gladio accinctum nec territa navem,
 Conscendis tacitum tutior usque torum.
 Cur injusta negas meritum virtutis honorem,
 Cum tibi tot Batavos sæpe litavit apros,
 Pro rege et patriâ vixit, pugnavit, oravit,
 Quàm cuperet fortis sic licuisse mori.

* We have experienced considerable difficulty in developing the few anecdotes and circumstances we have been able to collect relative to this gentleman's life. This has in great measure arisen from his being frequently confounded with Thomas Willshaw, made also a captain in 1666. As a farther embarrassment, through some mistake of a transcriber, he is said to have been appointed, by king Charles the Second, on the 4th of August 1674, captain of the Concord; but we have very sufficient proof of his having commanded this very ship so early as the year 1671, as, in the month of August in that year, we find him at Leghorn with a fleet of merchant ships under his convoy.

up with him, he escaped with a damage to his ship comparatively trivial to the risk of the encounter. He appears to have been generally engaged in this kind of service*, at least every information we have been able to obtain relative to him, has been in this line. On the 14th of November 1677, we find him appointed to the Foresight of forty-eight guns, and that he arrived at Plymouth on the 10th of September 1678, with an homeward-bound Streights fleet under his protection. This is the latest intelligence we have been able to gather concerning him.

WILLSHAW, Thomas,—brother to the foregoing gentleman, was, in 1666, successively appointed to the Milkmaid, the Abigail, and the Malaga Merchant, all three said to have been fireships. In 1671 he was made captain of the Francis, and in the following year of the Castle, both fireships also. He was soon afterwards promoted to the Reserve of forty-eight guns. He had no command from the conclusion of the second Dutch war till the rupture with France appeared probable, in the year 1678. He was, on the 30th of March, appointed, by king Charles the Second, commander of the Royal Catharine. Early in the following year he removed into the Elizabeth, and on the 21st of October into the James galley. In 1680 he commanded the Albemarle, and in 1683 the Neptune. He does not appear to have had, after this time, any appointment in this line of service; nor do we meet with any thing farther relative to him till some time after the revolution. In the year 1690 he was appointed successor to sir Richard Beach, as commissioner of the navy resident at Portsmouth. He held this office only two years†; but, in 1693, was, on the death of sir John Ashby, on the 12th of July, appointed to succeed him as comptroller of the storekeeper's accounts.

* Convoying the Streights fleet.

† He is entered, in a MS. list of the navy, dated July 1, 1693, as commanding the Soefdyke yacht, which vessel was under the orders of the commissioner of the navy paying the fleet: captain Willshaw being himself commissioner accounts for it at once. A Thomas Willshaw was, on the 15th of March 1695, made commander of the Horseguard, a ship of war so called. This, probably, was a son of the above gentleman; and it is not improbable might, with the rank of lieutenant only, command the yacht attending on his father.

He continued to hold this office till the time of his death, which happened in the year 1702. In 1700 he was elected master of the Trinity House, to which he bequeathed one hundred pounds. His arms are painted in one of the windows of the hall belonging to that corporation; under them is written, "captain Thomas Willshaw, one of the principal officers and commissioners of his majesty's navy, and master of the Trinity House, anno 1700."

WOOD, Robert (1st).—is said to have been appointed lieutenant of the Old James in 1666, and soon afterwards promoted to the command of the Catherine ketch.

WOOD, Robert, (2d).—It appears a matter of much doubt, whether this, and the preceding gentleman, are not one and the same person: the latter is said, however, to have been appointed captain of the Roe ketch in 1666, and of the Catherine yacht in 1667. *

WRIGHT, William, — is remarkable for having never, through a very long service of near thirty years continuance, commanded any vessel except a yacht. In 1666 he was appointed to the Bezan, in 1671 to the Kitchin, and on the 17th of April 1678, to the Portsmouth. On the 15th of May (*a long interval*) 1686, he was re-appointed to the same vessel; and on the 15th of October 1687, was removed into the Monmouth yacht. *He is said* to have been appointed commander of the Richard and John fireship on the 12th of November 1688; but for this we have but little authority, and are rather induced totally to discredit this piece of information. We find him, on the 17th of April 1690, commanding the Monmouth yacht on the Irish station, where he performed memorable service in an attack made, under the direction of sir Cloudesly Shovel, on some small French ships of war, and others in the service of the late king James, then lying in Dublin bay*. We meet with nothing farther relative to him, in the line of active service, but find him appointed one of the commissioners of the victualling

* The following handsome report of him is made, in the account published by government, of the transaction. "Captain Wright, commander of the Monmouth yacht, was very serviceable to us, for, besides his carrying us in, he behaved himself very well in the action."

office in 1702, an office he afterwards quitted on being made commissioner of the navy, resident at Plymouth, in the year 1703. He was superceded in the following year by Henry Greenhill, Esq. He was however reinstated, on the death of the latter, in 1708; but was superceded in 1711, on account, as it is said, of some irregular practice in the execution of his office. He died at Deptford in a very advanced age, in the year 1735.

WYBORNE, John,—was, in 1666, made commander of the Joseph fireship. When the rupture with France was expected in 1668, he was appointed to the Portsmouth ketch, from which he was, in the following year, removed into the Portsmouth pink: in this vessel he was, soon afterwards, sent to the Mediterranean. On the commencement of the second Dutch war in 1672, he was promoted to the Guardland; and, on the 15th of February 1675, was made captain of the Speedwell. He was, almost immediately afterwards, removed into the Pearl, and sent a second time into the Mediterranean, where he continued some years. He was, on the 8th of October 1677, removed, by sir John Narborough, then commander-in-chief on that station, into the James galley; and, on the 21st of the same month, was promoted* to command the Bristol by the commissioners for executing the office of lord high admiral. He sailed for Europe very soon after intelligence of his promotion arrived in the Streights, but returned thither again in the month of September 1678; here he remained a considerable time. In the month of March 1680, he assisted captain Booth, of the Adventure, in the destruction of a very fine Algerine frigate of thirty-two guns, called the Citron Tree. Previous to this exploit he had been promoted† to the Rupert, but had not then received his commission. He returned from the Streights with a convoy, and arrived at Plymouth on the 26th of May 1680. He was afterwards removed into the Happy Return‡, which is the last mention we find made of him.

* He being then out on the same station.

† On the 9th of November 1679.

‡ On the 16th of July 1681.

YOUNG, Henry,—after having been appointed lieutenant of the Royal Charles in the year 1666, was, in the month of September following, made commander of the Ruby, a new ship of war, mounting fifty-four guns, taken from the French by sir Thomas Allen. No further notice is taken of him.

1667.

ADDEN, John,—was made commander of the Crown and Mary in the year 1667.

BEST, Robert,—was appointed captain, *and master**, of the Orange Tree on the 13th of September 1667, by sir John Narborough, at that time commodore in the Mediterranean. He was unfortunately drowned, in the year 1677, at Leghorn; but the particular circumstances attending this accident have not come to our knowledge.

BONAMY, Peter,—was appointed captain of the Bull fire-ship in 1667; and, on the commencement of the second Dutch war, in 1672, of the True Love, also a fire-ship.

BONNER, William,—commanded the Exeter fire-ship in 1667.

BOWERS, John,—was, at the same time, appointed captain of the William smack.

BOWRY, Matthew,—commanded the Warwell fire-ship in 1667.

CLEMENTS, John,—was, on the 1st of May 1667, appointed commander of the Merlin yacht; and, in the year 1671, of the Monmouth yacht. In 1672 he was promoted to the Greyhound; which ship he was a second

* This is the first instance of the term occurring officially in a commission, though there was at this time no distinction of rank between that of this gentleman, and what now forms a separate and superior one in the service. We are to consider this as the origin of that subordinate rank to officers commanding ships of twenty guns and upwards, since called *masters and commanders*.

time re-commissioned to on the 5th of May 1679. Continuing to command the same ship, he was employed, in the month of June 1680, to transport from Kinsale, a reinforcement of troops to the garrison of Tangier. On his return from thence he was * appointed commander of the Cleveland yacht; to which vessel he was re-commissioned on the 22d of October following. On the 31st of August 1682, he was made captain of the Charlotte yacht; and was re-appointed to her on the 1st of April 1685. On the 4th of May 1688, he was made captain of the Henrietta yacht; from which he was, on the 18th of the same month removed into the Catherine yacht. On the 14th of December following, near six weeks after the landing of king William, he was appointed, by lord Dartmouth, to command the Cambridge: she being laid up for the winter, he was made captain of the Expedition, which ship he commanded at the battle of Beachy Head, second a-stern to vice-admiral Ashby. In the year 1693 he was captain of the St. Andrew. He probably retired from service soon after this time, as his name does not again occur†. The time of his death is unknown: he was alive, but unemployed, on the 2d of February 1698-9.

COCKERILL, Anthony,—was appointed commander of the Little Success in the year 1667.

COOKE, James,—commanded the Providence in 1667. On the commencement of the second Dutch war, in 1672, he was appointed second lieutenant of the Lyon; from which ship he was, in the following year, removed, into the same station, on board the Charles.

CRAWFORD, John,—after being made lieutenant of the Lenox in 1667, was in the same year promoted to the Bonaventure fireship.

CRAWLEY, Jeremy,—was at the same time appointed commander of the Francis fireship.

CROW, George,—having served as lieutenant of the Royal Catherine in 1665, was, in 1667, promoted to be commander of the Sarah and Elizabeth hired ship of war.

* On the 7th of January 1680-1.

† An officer of the same name, who, in all probability, was the son of this gentleman, was first lieutenant of the Britannia in the year 1693. See his Life, Vol. II.

DARTMOUTH, George Legge, Lord,—was descended from a very ancient and honourable family in Venice, where the original stock is said, by the *sieur Amelot*, in his *Hist. de Venise*, still to flourish in the highest rank of Nobility*: that part of it which came to England was long settled at Legge's Place, near Tunbridge†, in the county of Kent. The first of its descendants we find particularly noticed, by historians and others, was Thomas Legge, who served the office of sheriff of London in the eighteenth, and lord mayor in the twentieth and twenty-eighth years‡ of Edward the Third; from him was descended Simon Legge, whose grandson, William, went over to Ireland and continued in that kingdom. His only son, Edward, was appointed vice-president of Munster, by Charles Blount, earl of Devonshire, at that time lord lieutenant. William, the eldest son of Edward Legge, quitted Ireland under the patronage of sir Henry Danvers, earl of Danby, who had promised to superintend his education; a trust he most punctually and worthily fulfilled. After having served, with much reputation, as a volunteer, in the low countries, under prince Maurice of Orange, he returned to England, and was presented by his patron, the earl of Danby, to king Charles the First, who soon conceiving a strong attachment to him, made him groom of his bed-chamber, and afterwards lieutenant-general of the ordnance. After the commencement of the civil war he was made governor, first of Chester, and then of Oxford. Firmly attached, by principle, to the cause of royalty, he was among the most strenuous supporters and partizans of Charles the Second when he marched into England with the Scots. Being taken prisoner soon after the unfortunate defeat at Worcester, the favour in which he had ever been with Charles the First, and that zeal he had lately shown for the service of his son and successor, rendered him so hateful and ob-

* A branch from this family has for some centuries been settled in Herefordshire: the time of its division from the original stock is not known, but certainly took place prior to the reign of Edward the Second.

† Vide Speed's Map of Kent.

‡ He was also twice chosen representative in parliament for the city, first in the year 1349, and again in 1352.

noxious to the then parliament, that his murder, under the mockery of a trial for having been in arms against them, was fully resolved on: but the ingenuity of his lady rescued him from their malice by contriving his escape, in women's clothes, from Coventry jail, where he was then confined. He repaired immediately to his exiled sovereign. After the restoration he was re-appointed, by Charles II. to the offices which he had held with so much honour under his father: and was at the same time made superintendant and treasurer of the ordnance. Having, during the civil war, married Elizabeth, eldest daughter of sir William Washington, of Packington in Leicestershire, by Anne Villers, daughter to sir George Villers of Brookesby, and sister to the first duke of Buckingham of that family; he had by her George, whose actions we are about to record, born in the year 1647*. Being destined early in life for the sea service, his father placed him in 1665, when scarcely seventeen years old, under the care of that very brave and celebrated commander, sir Edward Spragge: a more illustrious tutor could not, perhaps, have been found; or a pupil more likely to do justice to his instructions. The relationship † which subsisted between these two noble persons might on the one hand encourage the strenuous pursuit of fame, while example might on the other point out the most certain mode of acquiring it. Having eminently distinguished himself, during the greater part of the first Dutch war, in the station of a lieutenant, he was, without deriving the smallest advantage from his connections, and the loyal attachment of his parent, raised, in the close of the year 1667, to the command of a new ship, called the Pembroke, a promotion unenvied, notwithstanding his youth, because all persons were convinced it was deservedly made. Peace having been concluded with the Dutch before this event took place, captain Legge had no opportunity of encreasing that reputation ‡

he

* Colonel William Legge lived to the age of 89. He died on the 13th of October 1670, at his house in the Minorities, and was buried in a vault in the Trinity Chapel near that place.

† The mother of sir Edward Spragge having been the second sister of colonel William Legge just mentioned.

‡ Notwithstanding the peace it appears, by Campbell, he was not inactive, having applied himself assiduously to the study of the mathematics.

he had already gained till the commencement of the second Dutch war in 1672, when having been appointed to the command of the *Fairfax*, he much distinguished himself under the command of sir Robert Holmes, at the very unequal and desperate attack made on the Dutch *Smyrna* fleet and their convoy, in the month of March 1671-2. At the battle of Solebay his behaviour was, if possible, still more exemplary. After the duke of York had shifted his flag into the *Saint Michael*, the stress of the action lay, for a considerable time, on that ship: and had it not been for the very spirited assistance rendered him, at this period, by his seconds, of which captain Legge was one, and three other ships, commanded by the earl of Ossory, captain Berry, and sir Freteville Hollis, he would probably have been in the most imminent danger of being destroyed or taken. This service might probably have laid the foundation of his highnesses future attachment to him. In the month of July following he was, upon the death of captain Turner, removed into the *Yorke*; and having been promoted, early in the ensuing spring, to command the *Royal Catherine*, a second rate of eighty-four guns, signalized himself in a most remarkable manner in the engagement, which took place on the 28th of May 1673, between prince Rupert and the Dutch. The only ship taken from the enemy on this occasion * struck to the *Royal Catherine*; and his conduct was so much noticed by prince Rupert, as to have entitled him to a place among those particularly eminent and meritorious commanders † who were honoured by him with the highest commendations. He is said, by Campbell, to have distinguished himself in a much more signal manner than is

matics, especially to such branches of that extensive science as bore any relation to the military art. Having attained great skill as an engineer, he was employed by king Charles the Second in that character; and in 1669 succeeded his father in the command of an independent company of foot. On the 7th of December 1670, he was appointed lieutenant-general of the ordnance.

* Of prince Rupert's squadron captain Legge boarded and took the Dutch ship, called the *Jupiter*; but she was surprized and retaken while the English were busied in rummaging her.—*Lediard*, p. 631.

† The officers and men generally behaved themselves very well in my squadron, more especially captain Legge, &c.—*Prince Rupert's Letter to the Earl of Arlington*.

noticed

noticed even by prince Rupert; and, that being boarded by the Dutch, while his ship, the Royal Catherine, was in the greatest danger of sinking, he drove the enemy back with considerable loss; and having in some degree stopped his leaks, brought the ship safe into harbour. Notwithstanding this particular transaction does not appear in the account published of the action, we entertain not the smallest doubt of its authenticity. He appears to have been considered as a man highly to be depended upon in any arduous service or undertaking; for in the third action, which took place in the same year, and which concluded the second Dutch war, at the time prince Rupert was severely pressed by the united squadrons of De Ruyter and Banckert, he sent captain Legge, with two fireships, to create a diversion and extricate him, if possible, from his difficulties. This service was so successfully and gallantly executed, that if the French, who were then to windward, had bore down, as they ought to have done, the whole Dutch fleet would have been ruined. At the conclusion of the war he was appointed governor of Portsmouth*, of which place he had been, some short time before, made lieutenant-governor. On the 15th of June 1674, he had the honour of entertaining, in his quality of governor, king Charles, the duke of York, and a long train of the first nobility, in a progress made by the former to Portsmouth. Continuing to increase, if possible, still more in the favour of his sovereign, he was appointed colonel of a regiment of foot in the year 1677. In 1681 he was sworn a member of the privy council†; and on the 28th of January 1681-2, was made master-general of the ordnance. Campbell, whose information, generally speaking, is very correct, says, that in this year he received a special commission to review all the forts and garrisons throughout England; and was also constituted commander-in-chief. On the 2d of December following he was created a peer, by the title of baron

* And at the same time master of the horse and gentleman of the bed-chamber to the duke of York.

† Whitehall, March 3d. This day the right honourable George Legge, Esq; master-general of the ordnance was sworn of his majesty's most honourable privy council, and accordingly took his place at the board. — Gazette, No. 1700.

Dartmouth in the county of Devon. In the preamble of his patent the services and high merits of his worthy father, as well as his own particular claims on the royal favour, are very honourably stated, and shew this new dignity to have been judiciously and worthily bestowed. In 1683, king Charles finding the expence attending the defence of Tangier far exceeding the value of the possession of it, resolved to rid himself of the incumbrance by evacuating and demolishing it. The constant state of warfare that existed between the garrison and the Moors, and the great force of the latter, rendered this service highly disagreeable and difficult. The known prudence, as well as bravery of this noble lord, pointed him out as the properest person to be employed in so dangerous and, indeed, delicate a command. He was accordingly, on the 2d of August 1683, appointed admiral and commander-in-chief of the fleet * sent on this expedition; and, having hoisted his flag on board the Grafton, failed soon afterwards. It required every varied talent a commander could possibly possess to enable him to execute, with credit and propriety, this arduous task; a task rendered highly irksome, because the complete execution of it could confer only a negative kind of honour, while the failure of it, in the most trivial point was sure to rouse reproach and entail disgrace. The warlike temper of the Moors; the natural hatred they bore the English, as strangers, whom they considered as detaining from them a part of their possessions; the ease with which an immense army could be brought under the very walls of the city; and, above all, the cruel and vindictive spirit which the Moorish nation invariably shews towards those whom they esteem and treat as enemies, all contributed to render lord Dartmouth's situation truly

* He was also made governor of Tangier, and general-in-chief of his majesty's forces in Africa: that by having the supreme command in every department vested in himself, those difficulties might be avoided, which sometimes arise from the disagreement of officers employed to conduct different branches of the same expedition. The trust with which he was invested on this occasion is at once a very convincing proof of the extent of his abilities, and of the confidence reposed in him in consequence of the high opinion entertained of him by his sovereign.

irksome*. His care, his prudence, his rigid attention to the duties of his high and complicated office, were such as overcame every obstacle. When we reflect, even at this distant period, on the difficulty that must attend executing, with security and success, the destruction of those military defenses which enabled a handful of troops to resist the reiterated attacks of such an host of Moors, while the removal, not only of the inhabitants but all their effects, was to be attended to and conducted at the same instant; when we recollect that the commander of those brave and chosen few, after they had demolished their principal protection, was to provide for their security and retreat in the face of a numerous, exasperated, and merciless army; we may fairly class this transaction, which has hitherto passed, almost unnoticed, as a common occurrence of civil command, as equal, in point of intrinsic merit, with the most brilliant of those warlike achievements which all ages and ranks of people have been accustomed to gaze on with wonder and delight. King Charles, whose gratitude, more particularly when pecuniary rewards were in question, was not of the most munificent nature, relaxed on this occasion from his parsimony, and was, for once, content his pleasures should yield to the merit of this noble lord. He bestowed on him a grant of 10,000*l.* in money, and several privileges and charters† as honourable, perhaps, if not as valuable. The death of Charles took place soon afterwards: and James, who is admitted, even by his bitterest enemies, to have been the constant friend and patron of merit, granted him, soon after his accession, the additional office of constable of the Tower, besides continuing him in those employments he had held under his predecessor. Esteemed as highly by the people as he was by the sovereign, the character he had universally and deservedly established as a person of the highest rectitude and honour he ever continued to maintain in its utmost splendour, so that those unpopular and

* Campbell makes a very obvious remark on this occasion. "The management of this affair," says he, "required great secrecy and much conduct in the commander-in-chief, and this probably determined the king to make use of lord Dartmouth."

† In particular, a grant of a fair to be held twice a year, and a market twice a week, upon Blackheath.

unconstitutional measures which James, soon after this time, attempted to introduce, are by no means to be attributed to either the counsel, the advice, or the support they received from lord Dartmouth. He appears to have considered king James in a two-fold light, first as his sovereign and next as his friend: as his prince he revered him, he obeyed him, and he served him faithfully: as his friend he loved him. Too wise not to observe, and too honest not to disapprove the conduct of the monarch, which hourly accelerated his own ruin, he failed not to offer such advice as appeared most likely to avert the storm then gathering. But in making this last effort in his power for the service of a prince he dearly loved, he tempered the remonstrance of a friend with the modest submission of a subject. Having thus acquitted his conscience, nothing remained for him but to execute the commands of his sovereign, whom, while he kept possession of the throne, it certainly would have been treason to have disobeyed, at least in the line of his profession. However amiable the political light in which the prince of Orange was held by every true friend of liberty and his country, he certainly appeared on the coast of England in the character of an invader and an enemy. The only distinction between this invasion, and that ill-planned, ill-executed attempt of the duke of Monmouth is, that the latter openly asserted his right to the throne, the other accepted it as the free gift of the people. The opposition to, and attack upon the reigning sovereign, far as his person was concerned, were precisely the same in both instances. The fruits of the one were certainly the establishment of British liberty and the happiness of the people; the event of the other was the execution of the duke of Monmouth, and his principal adherents, for high treason. There cannot, we believe, be a doubt that, had the invasion of the prince of Orange been as unsuccessful as that which preceded, notwithstanding the justice of his cause, the integrity of his conduct, and that patriotic wish for the freedom of Britain which pervaded all his actions, such of his brave adherents as were naturally subjects to James II. and might have been taken during the contest, would have paid the same forfeit for their supposed treason, which their less fortunate countrymen had done before them.

them. We have thought it necessary to make this short digression in honest justification of lord Dartmouth's memory, and to rescue him from the smallest imputation of having suffered his attachment to his sovereign to extend itself to treason to his country*. Let us now resume the thread of our narrative. Soon as the rumours of invasion had swelled into a certainty that the attempt at least would be made, lord Dartmouth was appointed † to supersede ‡ sir Roger Strickland §, whose obnoxious conduct during the time he held the chief command of the fleet has been already related ||. The fate of this noble lord's posthumous reputation has been singularly unhappy; censured by one party as having been the agent of a despot, by accepting a command under a prince who wished to render him the instrument of enslaving his people, he has been condemned on the other hand for betraying his cause. Neither of these charges have the smallest foundation: the first of them has been already destroyed, and the refutation of the latter is completely effected from the mouth of no less a personage than king James himself. The only man in the world, who, had this noble lord's behaviour bordered in the most distant degree on impropriety, is most likely to have discovered ** and published the delinquency. The hour approached in which the character of a brave and honest man was to pass through the fiery ordeal of political temptation. Encouraged by the early patronage of his youth, he had to look forward

* These terms, frequently as they have been connected and admired by some political writers, become, if we examine them, ridiculous in the extreme; ridiculous, because they cannot exist at the same time, which they necessarily must do, or they cannot exist at all.

† On the 24th of September 1688.

‡ He hoisted his flag on board the *Resolution*, commanded by captain Davis.

§ A more striking contrast does not perhaps exist, than in the conduct of these two officers. One exhibits to us the genuine character of a man of gallantry, honour and integrity, swerving not in the smallest degree from the line of fair conduct and duty; the other appears as a hired partizan, ready to execute any commands without ever troubling himself to enquire into their propriety.

§ See page 181.

** King James is said to have exclaimed, as soon as he heard of his death, "Then faithful Will, Legge's honest son George is dead! I have few such servants now."

to the highest honours a *prince* could bestow as a reward for his service. But by that word service is not, on this occasion, to be understood the fair and open actions of a great and gallant man leading his forces to fair combat with the enemies of the state, but the base and underhand machinations of a favourite commander, possessing an absolute influence over the hearts and swords of his people. This, it cannot be denied, lord Dartmouth had acquired in its fullest extent*; but he disdained to use it in a way, men, less honourable than himself, would have little scrupled. When, from his private influence he might, in all probability, have secured a considerable part of the fleet† he commanded, for the future service of his sovereign, aided by that of a monarch universally deemed, but for political reasons, the natural foe of England, his conduct diverged not, for a single moment, from the strictest line of honour: he fairly fought the fleet of his antagonist; he used every method to engage him. Providence interfered and preserved England. Absolved by the sight, to say nothing of the delinquency of his friend and sovereign, from all the ties of public allegiance and private attachment, he gave all the assistance in his power to moderate the distracted state of the nation, and paid every obedience that could have been expected from the warmest of his friends, to the champion and preserver of British liberty, his new sovereign, William the Third. To have been continued in his command could not reasonably have been expected, when we reflect upon the almost infinite number of adherents who repaired to William some time previous to the revolution, and whose claims were of a nature not to be disregarded. Delicacy, indeed, had there existed no other motive, would certainly have induced him to have voluntarily solicited retirement. One thing, indeed, remained in the power of the new monarch to bestow. That was denied him. Permission to pass the remainder of an honourable life, unmolested, in peace and tranquility. The crime of having been personally the

* Strickland having been removed from the command of the fleet because he was unpopular; lord Dartmouth, the idol of the seamen, was placed at its head.—Dalrymple.

† And would by these means at least have protracted the dispute.

friend of James was deemed a sufficient ground to induce, at least, a suspicion of treason. He was arrested and committed prisoner to the Tower, where grief, or indignation, at the treatment he experienced, is supposed to have accelerated that end, which his enemies ought ever to have lamented, because superior worth existed not among them. This noble lord died, in the Tower, on the 21st of October 1691, in the 44th year of his age.—In justice to the memory of King William, who was himself a personage of too much honour not to admire even the character of a declared foe, who acted up to that standard, we have thought it necessary to insert the following memorandum, taken verbatim from one in the late earl of Dartmouth's hand-writing. "After lord Dartmouth was dead, lord Lucas, who was constable of the tower, made some difficulty of letting him be removed; but application being made to the king, he was pleased to order, that the same respect that would have been due to him if he had died possessed of all the employments he had formerly enjoyed in that place should be paid him, which was done accordingly; and the Tower guns were fired when he was carried out to his funeral: and the king told his son, that if he had lived two days longer he would have been pleased." On so honourable a testimony to the conduct and intentions of king William towards him there needs no comment. Campbell has, indeed, recorded this fact, and in substance little deviating from the account here given: but it will probably be thought more satisfactory when related in the precise words of his noble descendant.

DICKENSON, Richard,—was made second lieutenant of the *Swiftsure* in 1665. On the 13th of June 1667 he was promoted to the command of the *Joseph* fireship. In the following year he returned to his former rank, and was appointed to the *Rupert*. In 1671 he was made *first* lieutenant of the *Dreadnought*, and in 1672 was once more appointed a second lieutenant on board the *Royal Catherine*; but was very soon afterwards promoted to be second captain of the *Charles the Second*, otherwise called the *Royal Charles*. On the 12th of September 1674, he was made commander of the *Hunter*; on the 12th of April 1678, of the *Woolwich*; and on the 17th of the same month, in the year 1680, of the *Diamond*:

mond. He sailed for the Mediterranean soon afterwards; and in the year 1682, being still on that station, was removed into the *Tyger Prize*, a ship of forty guns, taken from the Algerines by the *Rupert*. Returning from the Straights he was, on the 23d of March 1684-5, made commander of the *Oxford*. He commanded a ship, or ships, of the line after the Revolution; we have been unable, however, to ascertain even their names. He was alive, though unemployed, on the 2d of February 1698-9; but the precise time of his death is unknown.

DOWGLASS, —. — We are indebted to history only for the name of this gentleman, as a naval commander, for we cannot find any other authority for his having been an officer in this line of service. Nevertheless, as he has always been given to it by historians, we have thought proper to insert his name in order to do away the chance of incurring the imputation of neglect. As we have already premised, we know nothing farther of him than what we collect from Lediard, Campbell, and other writers of the first respectability, we shall only add from them, that he was appointed to command the *Royal Oak* at the time the Dutch made their well-known attack on the shipping in the Medway in the year 1667. Notwithstanding he defended this ship with the most extraordinary resolution, the Dutch were too successful in their attempts to destroy her. When the ship was completely in flames, captain Dowglass was advised to retire: this he positively refused to listen to, preferring immediate and horrid destruction with his ship, to surviving with what he, perhaps too romantically, thought disgrace*. It is no less singular than true, that

no

* It is most probable this gentleman was, after all, a land officer sent from the shore to defend this ship with a detachment of soldiers. Illegitimate as his claim may probably be to be inserted in a list of naval officers, it is an error, if one, at least of a commendable kind, to record so much valour in whatever line of service we find it. Among the many testimonies born by historians and others, to the bravery of this gentleman, we have selected the following.

“ In this action one captain Douglas, who was ordered to defend the *Royal Oak* which was burnt, when the enemy had set fire to it, receiving no commands to retire, said, *it should never be told that a Dowglass had quitted his post without orders*, and resolutely continued

no person of this name officially appears to have held any command in the navy previous to the revolution.

FARR, Charles,—was made commander of the *Johanna* dogger in 1667.

FEAKES, Tobias,—was made lieutenant of the *Loyal Subject* in 1666, and promoted to the command of the *Duke of Cambridge* in 1667.

FULLER, Thomas,—commanded the *Fanfan* yacht in the year 1667.

GIBBONS, Anderson,—is another of those very few persons whose want of spirit, in the hour when all its possible exertion is necessary, has, at all times, proved a disgrace, and, in some cases, a most material injury to their country. He was appointed commander of the *John and Elizabeth* fireship in the year 1667, and was one of the commanders who were, in consequence of their ill-behaviour during the attack made by sir Edward Spragge on the Dutch, who had entered the river Thames, sentenced to a most ignominious punishment*. Gibbons, indeed, appears to have been the greatest delinquent of the whole group, as we find the following punishment inflicted on him, in addition to that which he received in common with the rest. "Gibbons was farther sentenced to be triced up by the arms during the punishment of the other two." *Gazette*, No. 208.

GREEN, Charles,—commanded the *Unicorn* fireship at the same time, but is not known to have subjected himself, on the same occasion, even to censure. Nevertheless, he does not appear to have had any command afterwards.

nued on board, and was burnt with the ship; falling a glorious sacrifice to discipline, and obedience to command, and an example of so uncommon bravery, as, had it happened among the ancient Greeks or Romans, had been transmitted down to immortality with the illustrious names of *Codrus*, *Cynægyrus*, *Coriutus*, and the *Decii*."

Lediard, cap. 39.

"I could have been glad to have seen Mr. Cowley, before he died, celebrate captain Douglas's death, who stood and burnt in one of our ships at Chatham, when his men left him, because it should never be said a Douglas quitted his post without order. Whether it be wise in men to do such actions or no, I am sure it is so in STATES to honour them."

Sir William Temple, Vol. ii. p. 40.

* See the *Life of Joseph Paine*, p. 173.

GUY,

GUY, Leonard, — was appointed captain of the *Paradox* in 1667, and had scarcely entered on his command when he had the good fortune to take a very valuable prize from the Dutch. In the following year he was removed into the *Drake*. This is the latest intelligence we have been able to procure concerning him.

HARE, Josias, — was commander of the *John* fireship in 1667. The observation just made on captain Green strictly applies to this gentleman.

HARLEY, John, — commanded the *Willoughby* fireship at the same time, and is to be held in the same light.

HARWOOD, Thomas, — was made lieutenant of the *Henry* in 1664, and in the following year was promoted to command the *Return*. In 1666 he served as lieutenant of the *Prince*, the ship on board which sir George Ayscough hoisted his flag; this ship unfortunately grounding on the *Gallopier*, was taken possession of by the Dutch and burnt. On his return from captivity he was promoted to the command of the *Drake*. From the time he quitted this ship, which he did soon after, in consequence of peace being concluded with the Dutch, he had no command till the commencement of the second Dutch war, when he was made second captain* of the *St. Andrew*, on board which ship sir John Kemsfthorne hoisted his flag as rear-admiral of the red. Nothing farther is known relative to him.

HOLMES, John, — was the son of sir John Holmes, whose life has already been given. He was appointed to command the *Lenox* yacht in the year 1667. On the 5th of January, being then cruising off the coast of France, he met with three Dutch ships, and had the good fortune to drive one ashore at Calais, to burn the second, and capture the third. On the commencement of the second Dutch war in 1672, he was made captain of the *Thomas* and *Edward* fireship. We meet with no farther particulars relative to this gentleman, except that, in the month of August in the same year, he captured a large Dutch ship, from Amsterdam, of three hundred and fifty tons burthen.

* According to the present regulation of service, the officer who at that time ranked as *second captain only*, is now the proper captain of the ship.

HUGGATE, Hopkins,—we find this gentleman appointed captain of a Saitee * in 1667.

JAQUES, William,—was, in 1667, made commander of the Hopewell galliot. He had no farther commission till the year 1671, when he was appointed captain of the Hardareen, a ship taken from the Dutch in the last war. At the commencement of the second Dutch war in 1672, he was removed into the Francis (formerly a fireship) guardship. He quitted her in the following year for the Wivenhoe fireship: and, lastly, when the second rupture with France was daily expected, in 1678, he was, on the 17th of May, made, by king Charles the second, commander of the Eagle fireship. Nothing farther relative to him is known.

JOHNSON, Jeremiah,—commanded the Casimer dogger in the year 1667.

JONES, Robert,—was appointed commander of the John and James smack in the same year.

JONES, William,—was at the same time made captain of the Isabella yacht.

KEEBLE, Henry,—was also, in the same year, appointed commander of the Elizabeth and Mary fireship.

LESTOCK, Richard,—was, in 1667, made captain of the Gabriel fireship. He never had any second appointment till after the revolution, when, on the 6th of January 1691, he was made captain of the Cambridge of eighty guns. How long he continued in constant command of this ship is not known; but we find him captain of her in 1702, in the expedition against Cadiz, and the subsequent attack on Vigo, under sir George Rook. He was stationed in the line as one of the seconds to vice-admiral Hopson, in the Prince George. In the following year he sailed under the command of sir Cloudesly Shovel to the Mediterranean, whither that fleet was sent to assist the Cevennois, who had taken up arms against Louis the Fourteenth. Soon after his return he retired from the service, being put on the superannuated list with the pay of a commander of a third rate. He died in the year 1713.

* A species of vessel much used in the Mediterranean, most probably a prize taken from the Sallerines.

† This ship was out of commission in 1693.

MANSELL, Charles,—was descended of a very ancient and honourable family who deduced their origin from Philip de Mansfield, or De Mansel, who is admitted by all persons conversant in the heraldry and the history of ancient times, to have entered this kingdom with William the Norman, surnamed the Conqueror. The splendor and antiquity of his family is, however, the principal part of what we have to record of him, as he is entitled to a place among the officers of the navy, only as having commanded the *Dolphin* fireship in 1667.

MAYHEW, Ralph,—commanded the *Blessing* fireship in 1667; and being engaged in the same service with Paine and Gibbons, whose lives have been already given, was equally culpable with them, and consequently suffered the same punishment.

NEWLAND, Robert,—from being lieutenant of the *Mary*, to which station he was appointed in the year 1666, was, in 1667, made commander of the *Golden Falcon*.

PEARSE, Thomas,—commanded the *William* and *Susan*, either a fireship or an hired ship of war, in 1667.

PERDU, John,—was made lieutenant of the *Triumph* in 1665, of the *Victory* in 1666, and the *Revenge* in 1667. In the course of the same year he was promoted to the command of the *Lewis* hired ship of war.

PERRY, Walter,—was appointed commander of the *Emsworth* sloop in 1667. He was, in all probability, made lieutenant of the *Royal James* at the commencement of the second Dutch war; he being among the very brave men unfortunately lost in that ship, at the battle of Solebay, on the 28th of May 1672.

PERRYMAN, John,—was made lieutenant of the *Swallow* hired ship of war in 1665, and in 1667 was promoted to the command of the *Ostrich* fireship. In 1669 he experienced a still greater advancement in being appointed to the *Graffon* of seventy guns. He is said to have commanded in the same year the *Essex*, *Burford*, and *Kent*; a very rapid but not unprecedented change. He appears after this to have quitted the service for a considerable time, his name not again occurring, as having held any command, till the year 1680, when he was appointed to the *Exeter*; from which ship he was soon afterwards removed into the *Suffolk*. Nothing farther relative to him is known.

PRIDEAUX, John,—was appointed captain of the *Cat* fireship in 1667.

READ, —,—is known as an officer, only by the following extract from Lediard's *Naval History*. "Captain Read going up the Canessa towards the Berbices, landed at Carenteen, and marching twenty miles by land took the fort of the Arawaces, with a great number of captives and a large booty." Perhaps there is an impropriety in inserting his name here, as what we have offered may not be thought a sufficient proof of his having really been in this line of service. The error, if one, we hope may be pardoned, as less blameable than the omission would have been; and we have, by simply stating our authority, left every person to his own judgment, without presuming to decide ourselves. N. B. There were two officers, at this time, in the Navy of the name of Read, but they both were lieutenants: one of them never attained an higher rank, the other was not made a commander till the year 1672.

READGROVE, Thomas,—commanded the *Friendship* armed ship of war in 1667.

RIDLEY, Hugh,—was, on the 12th of June 1667, appointed captain of the *Star* fireship, and soon afterwards removed into the *Tilbury* prize. In the following year he was commissioned to the *Providence* fireship. He had no other command till the year 1673, when he was made, by prince Rupert, captain of the *Woolwich* sloop. On the 3d of June 1675, king Charles the Second, who had taken upon himself the management of all affairs relative to the navy, gave him the command of the *Wivenhoe* sloop. On the 23d of Feb. 1681-2, he was made captain of the boats at Portsmouth, from which station he was removed into the *America* guard-ship on the 29th of July following. After the accession of king James he was, on the 25th of May 1685, again made captain of the *America*; from which he was, on the 9th of June following, removed into the *Swan*. He continued in the command of this vessel till the 15th of August, when he was appointed to the *Guardland*, and sailed for the *Sveights* on the 25th of the same month, under the orders of sir Roger Strickland. He continued on this station till the year 1688; and arrived at Plymouth on the 30th of

March. He was, on the 9th of September, made captain of the *Antelope*, one of the fleet fitted out under his old commander, sir R. Strickland, for the purpose of counteracting, if possible, the invasion then meditated by the prince of Orange, afterwards king William the Third. He is known to have commanded a ship of the line after the revolution; but we have not been able to procure any farther information relative to him, except that he was still living, but unemployed, in the month of February 1698-9.

ROBINSON, John,—commanded the *Hopeful Margaret* hired yacht in 1667; and was re-commissioned to the same vessel in the year 1672.

SANDFORD, Jacob,—was captain of the *Batchelor* fireship in the year 1667.

SHELDON, Edward,—was, at the same time, appointed to the *Thomas* and *Elizabeth*.

SHELLY, John,—having served as lieutenant of the *Assistance* in the year 1664, was, in 1667, appointed captain of the *Albemarle* fireship. In 1668 he was removed into the *Truelove*, in 1669 into the *Welcome*, and in 1670 into the *Milford*, all fireships. At the commencement of the second Dutch war in 1672, he was appointed first lieutenant of the *London*, the ship on board which sir E. Spragge had hoisted his flag. He continued in this ship a very short time only, being soon afterwards removed into the *Monmouth*, on board which he is said to have served as second captain*; but again removed, in a very short time, as captain, into the *Portland*. Here is a complete illustration of the rank. When he was appointed to the *Portland* he was styled *captain*, inasmuch

* A distinction not now known in the service except in the ships of the commanders-in-chief. Officers, who are said to have served as lieutenants of flag ships, after having been appointed commanders many years before, have, in reality been, in many instances, nothing less than the second officer (or, as it is now called, *the captain*) on board the ship, the admiral himself being the *first*; the appellation of admiral and captain, united in the same person, frequently occurring, even after the revolution. There does not appear to have been any distinction between a first lieutenant and a second captain, the terms seem to have been indiscriminately applied; as sometimes, indeed, do those of captain, second captain, and lieutenant; they all are used, in different instances, to express the same office on board a flag ship.

as she was not a flag ship. In the following year, 1673, he was appointed to the Diamond. On the 12th of September 1678, he was made captain of the Europa hired ship of war. From the time he quitted this command, which he did soon afterwards when the prospect of a French war vanished, he retired from the service till the year of the revolution, when, on the 12th of September, he was made commander of the Signet fireship. Steady in his country's cause; after the battle of Bantry Bay, which happened in the month of May 1689, he was made commander of the Edgar, an appointment, in the exercise of which he died on the 5th of April 1690.

STACEY, Gabriel,—commanded a vessel called the Wood Merchant, in the year 1667.

STOREY, James,—after having been appointed lieutenant of the Dreadnought in 1665, was, in the year 1667, promoted to the command of the same ship. During the interval between the first and second Dutch wars he does not appear to have held any command, but in 1672 was appointed to the Rainbow; and early in the ensuing spring was removed into the Old James. His gallantry displayed in the action with the Dutch fleet on the 28th of May in the same year, first recommended him to the notice and favour of prince Rupert, who highly extolled his behaviour. According to the account given by his highness, in his letter to the earl of Arlington, sir William Reeves having carried down a fireship in hopes to burn Van Tromp, was intercepted by the enemy, and for a considerable time in the most imminent danger of being destroyed, or taken, but was at length rescued by the most spirited exertions of captains Storey and Wetwang. His behaviour was equally meritorious in the engagement with the same enemy in the month of August following, on which occasion we find him represented, in a very scarce Dutch print, very valiantly seconding prince Rupert in the attack made by him on De Ruyter. The war concluding with this action, captain Storey was not called again into service till the 23d of April 1675, when he was appointed, by king Charles, commander of the Portsmouth. He was some time afterwards sent to the Straights, where he continued till the year 1678; when returning to Europe, he was, on the 6th of December,

ember, removed into the York. This ship was put under the command of sir Robert Robinson in the month of March following, when that officer was sent to cruise at the entrance of the Channel to watch the motions of the French fleet, in consequence of an expected rupture with that nation. He continued on this service during the remainder of the summer. We meet with nothing farther relative to this gentleman till the 27th of March 1686, when he was appointed commander of the Diamond; from which ship he, on the 15th of May following, removed into the Antelope. He was sent on the Mediterranean station, and sailed on the 2d of June following for Tangier. He returned to Europe towards the close of the year, most probably with a fleet under his convoy; and continued in this kind of service a considerable time, passing occasionally between England and the Streights, as we find him to have arrived at Plymouth on the 12th of April 1682, with a considerable number of merchant ships under his protection from Gibraltar and Tangier. This is the latest circumstance we have been able to collect relative to him, either in the line of public service or of private life. Many traditional anecdotes relative to this gentleman are preserved, and related among seamen with much pleasure, to promote mirth, even at the present remote period. If true, they shew him to have been a man of uncommon humour, assisted by a most lively, though innocent gaiety of spirit, that was exceeded by nothing but his activity and bravery.

SUMPTER, Robert,—after having been made commander of the Bonadventure fireship in 1667, was, on the commencement of the second Dutch war in 1672, appointed second lieutenant of the Saint David. We hear nothing farther relative to him till the 10th of January 1677-8, when he was made lieutenant of the Antelope.

SWAYNE, John,—is to be mentioned only as having commanded the Mary fireship in 1667.

TURNER, John,—occurs, in the year 1667, as commander of the Expedition fireship. But we have not the least doubt but that, notwithstanding he is distinguished from that gentleman, he is the same officer whose life has been already given in page 274.

TYETE,

TYETE, George,—after commanding the *Success* fireship in 1667, was, on the commencement of the second Dutch war in 1672, made second lieutenant of the *St. Michael*, the flag ship of sir Robert Holmes. In the following year he was again made a commander, and appointed to the *Richmond* yacht on the 18th of January 1675; and, on the 11th of September 1676, was commissioned to the *Deptford* ketch. On the 12th of April 1678, he was removed into the *Surat* hired ship of war; and from thence, on the 17th of May 1679, into the *Success* frigate. Thus, as this was his last command, beginning and ending his career of naval service in a ship of the same name.

VOTIERE, John,—was, on the 13th of June 1667, made commander of the *Swan* fireship; from which ship he was very soon after removed into the *Elizabeth* and *Mary*. At the commencement of the second Dutch war, in 1672, he was appointed captain of the *Hardareen*; and, in the following year, of the *Katherine*. On the 14th of September 1674, he was removed into the *Ann* and *Christopher*. How long he continued to command this ship is not known, but we find him appointed captain of the *Holmes* fireship on the 12th of July 1677; on the 14th of July 1683, he was made commander of the *Richmond* yacht; and on the 1st of April 1685, of a ketch, called the *English*. Nothing can be more irksome than being incapable to record any farther circumstance relative to any officer who has irreproachably spent so many years of his life in the service, than the mere list of his appointments and promotions. In this state we are relative to captain *Votiere*. From his name we should judge him to have been of French extraction. We know not whether he ever held any command after the revolution; but we find him to have been alive and on the list of captains in the month of February 1698-9.

WARD, John,—commanded the *Owners Endeavour* fireship in 1667.

WARD, Thomas,—in the same year, was captain of a ship called the *Mary Magdalen*.

WAYMAN, William,—commanded the *Priscilla* fireship in 1667.

WIGONER,

WIGONER, John,—was appointed captain of the John and Giles ketch in 1667.

WILLIAMS, Henry,—was, on the 28th of June 1667, made commander of the John fire hoy*. At the conclusion of the first Dutch war, not being able to obtain any superior station, he disdained to remain inactive; and was content to serve under the brave sir Edward Spragge as one of his master's mates. His admiral entertained so high an opinion of his abilities and spirit, that, at the time he made the attack † on the Algerine shipping in Bugia Bay, he sent Mr. Williams on board the Little Victory ‡ that he might be ready to take the command of her, in case of any accident happening to captain Harris, who was the commander. The whole success of the enterprize depended on this ship and sir Edward's precaution, as it was highly commendable, so did the event of attack render it necessary. But for this provision the whole might have failed, captain Harris being wounded so dangerously at the very commencement of the assault, that the ship just mentioned would have wanted a commander, had not captain Williams been ready to have undertaken so consequential a trust §. His conduct on this occasion procured him, in the following year, the command of the Supply fireship; from which he was, in 1673, removed into the Assurance. We hear nothing farther of him till the 23d of May 1675, when he was appointed to the Wivenhoe fireship. On the 25th of the same month he was removed into the Holmes. We find him made captain of the Stavegreen on the 7th of January 1677-8; and on the 12th of April following promoted

* And not the Rose fireship as is asserted by Campbell.

† See the Life of Sir Edward Spragge, page 70.

‡ The fireship which did the execution.

§ Campbell gives the following account. "Captain Harris, who commanded the Little Victory, his master's mate, gunner, and one of his seamen were desperately wounded with small shot, and this at their entrance; so that, probably, the whole design had proved abortive, if the admiral had not, with great prudence, commissioned Henry Williams (then one of his master's mates, but who had formerly commanded the Rose fireship) to take charge of the vessel, in case the other was disabled; which he did accordingly, and performed all that could be expected of him."

to the Lyon. A war with France being then daily expected, he was ordered to put himself under the command of sir Robert Robinson, who was sent with a squadron of ten sail to cruise at the entrance of the Channel, in order to watch the motions of the enemy. On the 3d of April 1680, he was removed into the Pearl, a fifth rate; and continued to be employed as a cruiser in the Channel on the 9th of September 1681. Remaining still on the same station he fell in with a French armed ship from Greenland, which, failing to pay the usual respect to the English flag, captain Williams fired a broadside into her, upon which a smart action immediately commenced between them, which ended in the capture of the French ship, the captain of which endeavoured to excuse his rashness by pretending a belief that hostilities had taken place between France and England. In this petty dispute the Pearl had three men killed and one wounded. The French ship was so much shattered as to be scarcely able to swim. Captain Williams was promoted from the Pearl to the Constant Warwick, on the 6th of May 1682. On the 22d of January 1684-5 he was appointed captain of the Cleveland yacht. He was re-commissioned to the same vessel on the 2d of April following; and on the 5th of September 1688, was removed into the Advice, a fourth rate of forty-eight guns, one of the ships fitted out, by order of king James, to oppose the prince of Orange. We find no farther mention made of him, consequently it is not known whether he ever held any command after the revolution, or at what period he died or quitted the service.

1668.

ASHBY, Sir John,—was descended from a family in a mercantile line, which had been, for a considerable time, settled at Lowestoffe in the county of Suffolk. His first appointment in the navy was to be lieutenant of the Adventure: this was in the year 1665. In 1667 he was removed,

removed, in the same station, on board the *Princess*: and on the 4th of October 1668 was promoted, by the duke of York, to the command of the *Deptford* ketch. In 1670 he was still farther promoted to the *Advice*, a fourth rate. In 1671 he was removed into the *Rainbow*; and in the following year into the *Pearl*, a frigate of twenty-eight guns. In the month of February 1672-3, on his return from Jersey, whither he had carried sir Thomas Morgan, newly appointed governor thereof, he fell in with a large privateer, of equal force; belonging to Middleburgh. An action took place, and continued upwards of two hours. At the end of this time the Dutchman was completely vanquished: but the wind was at that time so violent as totally to prevent the *Pearl's* boats from boarding her; captain Ashby was consequently robbed of his well-earned prize. As some consolation under this disappointment, he next day retook the *Ruby*, belonging to Dartmouth, a ship of two hundred tons and twenty guns, that had been captured a few days before by a Dutch privateer off Scilly. On the 21st of June following he was promoted, by prince Rupert, to command the *Lyon*, as successor to captain Fowles, who had fallen in the action of the 28th of May preceding. On the 10th of September 1674 he removed into the *Rose**: it is not known how long he continued commander of this ship; but we do not find him appointed to any other till the 26th of March 1678, when he was made captain of the *Dunkirk*. He was, in the month of March 1679, one of the captains under the command of sir Robert Robinson, at that time commodore of a small squadron stationed at the entrance of the Channel. On the 8th of April 1681 he was appointed to the *Constant Warwick*; but we find nothing worth relating during the time he held this command, which was but for a short time, as he was removed into the *Mary Rose* on the 16th of July following. Early in the year 1685 he was made captain of the *Montague*; from which ship he was, on the 27th of September in the same year, removed into the *Henrietta* guardship; and again, on the 6th of March 1686-7, into the *Mordaunt*. On the 15th of September 1688 he was appointed to the *Defiance*, one of the ships fitted for

* He commanded this Ship, on the Mediterranean station, in 1676.
Channel

Channel service under the orders of lord Dartmouth. Warmly attached to the constitutional liberty of his country, immediately on the revolution taking place he became a firm adherent to William the Third. He continued to command the *Defiance*, and led the van of the Squadron, under admiral Herbert, at the battle of Bantry Bay. His gallantry was so conspicuous on this occasion, that when king William went down to Portsmouth for the special purpose of thanking all, and rewarding those whose behaviour had been more particularly noticed, he conferred on captain Ashby the honour of knighthood; and, as a farther token of his esteem, presented him with a gold watch set with diamonds. In the month of July following he was promoted to be rear-admiral of the blue, and went to sea in that station when the fleet sailed under lord Torrington: but no action took place during the remainder of the year. In the following spring the French, highly elated with that very trivial appearance of advantage they had recently gained, left no effort untried to fit out a fleet so formidable as to bid defiance to the inferior force of the English, and pursue, at least in idea, that scheme of conquest Louis the Fourteenth so chimerically pleased himself with the hope of. The fleet of France consisted of eighty-two ships of the line, besides frigates, fireships, and small vessels. The combined fleet of England and Holland, which was to oppose this very formidable force, consisted of no more than fifty-six ships under the chief command of Herbert, earl of Torrington. Sir John Ashby, who had just before been raised to the rank of vice-admiral of the red*, served in that station during this engagement, and led the van of the earl of Torrington's division; but he was totally exempt from any part of that censure which was so loudly excited by the failure of success, and which so unmeritedly roused the indignation and violence of party against the great but unfortunate earl of Torrington. Singularly conspicuous must have been the conduct of that man, who, in the hour of public clamour, escapes the general calumny indiffer-

* All historians have asserted that sir John Ashby served as vice-admiral of the blue under Russell, the admiral of that Squadron. In this statement they are mistaken.

minutely thrown both on the innocent and the guilty. When the earl of Torrington had effected his retreat he left the command of the fleet with sir John Ashby, and repaired to London, having first given the necessary instructions how to act in case the French should attempt to force their way up the Thames. There was no necessity, as it happened, for this precaution, for the French, satisfied with a nominal triumph, retired to their own coasts, and were seen no more in the Channel. But to have been honoured with so consequential a command, and at so critical a period, is a very convincing proof how high the abilities of sir John were estimated both by his commander-in-chief, and the public. It was thought necessary, when the fleet again put to sea, to invest the chief command of it in three persons * who should jointly execute the office; these were sir Richard Haddock, vice-admiral Killegrew, and sir John Ashby; they hoisted their flag on board the Royal Sovereign. But no enemy appearing to contend with, the first and second rates were sent into port in consequence of the near approach of winter; and the joint admirals, with the remainder of the fleet, having taken on board the earl of Marlborough, and a considerable body of land forces, steered for Ireland, where they quickly reduced the city of Cork and town of Kinsale, the two principal posts held for king James in the southern part of that kingdom†. In the following year every exertion possible was made to retrieve the disgrace of the preceding one, by sending a very powerful fleet to sea early in the spring. The chief command of it was bestowed on admiral Russel; and sir John Ashby was appointed to serve under him as vice-admiral of the red. But the French, satisfied with the honour they had

* It was hoped this new regulation would, in some degree, allay the general terror that pervaded the nation; and that its defence would, in all probability, be conducted with greater success when confided to the joint abilities of three such eminent persons, instead of investing it, according to the usual mode, in one of them only.

"Whitehall, August 9. Sir Richard Haddock, Henry Killegrew, esq; and sir John Ashby, are appointed joint-admirals of his majesty's fleet."

† In 1690 sir John was appointed comptroller of the naval store-keeper's accounts, an office he held till the time of his death.

already gained, gave the combined fleets of England and Holland no possible opportunity of retaliating upon them, with earnest, for their temporary triumph and much boasted victory. Early in the year 1692 sir John Ashby was promoted to be admiral of the blue; and the French court having projected an invasion of England, in order to promote the cause and interests of the late king James, admiral Russel, who still held the chief command, put to sea on the 16th of May, in order to counteract and defeat their intentions. The two fleets met on the 19th of the same month, an epoch ever to be remembered as the day on which the French fleet were totally defeated, and a final period put to the hopes of the exiled sovereign. Hazy weather, and a dead calm, prevented a considerable part of the combined fleet, which was much more numerous than that of the French, from closing with them; so that the force actually brought into action with the enemy, was considerably inferior to them. The blue squadron in particular, which was in the rear, never had any opportunity of engaging till six o'clock in the evening, an hour after the French line was broken*. Joining at that time in the pursuit, the squadron under sir John Ashby had, at least, the merit of completing that confusion the gallantry of their companions had so successfully been the first occasion of. The pursuit continued all day on the 20th; and on the 21st, several of the enemy's ships being closely pressed by sir John, ran, at the utmost hazard, through the race of Alderney. It was not deemed advisable to pursue them, more especially as the pilots refused to take charge of the ships any longer if their commanders should persist in steering so dangerous a course. This broken remnant of the French fleet consequently made good its retreat into St. Maloes; and their good fortune exposed sir John to much obloquy†: but he had the

* Admiral Russel's Letter to the Earl of Nottingham.

† Burnet in particular takes upon him to assert, that if sir John Ashby had pursued these flying ships of the enemy, amounting to twenty-six sail, which made their escape into St. Maloes, he might, from every appearance, have destroyed them all. On the other hand we had a modern author thus excuse him. "Sir John Ashby, with the blue squadron, and some Dutch ships, pursued the rest of the French fleet

the happiness, as will be presently shewn, to clear himself, in the handsomest manner, from every possible imputation both on his courage and his general conduct. A few days after the action, he was detached, by admiral Ruffel, with twelve ships of the line and three fireships; to which were added an equal number of Dutch ships, under the orders of admiral Callembergh, to scour the coast of France, and endeavour to destroy such ships of their broken squadrons as might have taken refuge in their inferior ports. He returned soon afterwards without having met with any success, owing, as is admitted by the most impartial historians, merely to the very advantageous situation of the enemy; and what was, perhaps, a still greater protection to them, a series of storms and tempests. Campbell makes the following candid and judicious remark, which applies equally well to clear the reputations both of Ashby and Ruffel, for which latter purpose it is more particularly intended. "To blame the admiral, says he, for not exposing the fleet, when it was impossible for him to have done any thing, is to shew a disposition for finding fault at the expence of the nation's safety, since succeeding commanders are not like to use their judgments freely, when they find their predecessors suffer in reputation for doing what prudence, and regard to the safety of their ships, directed." Certain intelligence having been received that the French vice-admiral of the blue had got safe into St. Maloes with twenty-five ships besides the flag, sir John Ashby was again detached, the beginning of August, with one first rate, six second rates, seventeen third rates, one fourth rate, and four fireships, together with several Dutch ships of war. He was ordered over to the coast of France, and instructed to cruise about fifteen leagues north from the west end of the

fleet till they ran through the race of Alderney among rocks and shoals, where the English pilot refused to follow them. Sir John has been much censured for his conduct in this part of the transaction, though probably without any reason, since some of the ablest seamen in England were of opinion, that nothing could be more desperate than the flight of the French through that dangerous passage; and that though despair might justify them in attempting it, yet the bare possibility of success in following them might not be equivalent to the danger of the undertaking."—Gillingwater's Hist. of Lowestoffe.

Isle of Bas, so that, by stationing some of his ships nearer the shore, he might intercept any of the enemy's ships that might endeavour to pass from St. Maloes to Brest. He remained on this station, as long as the weather permitted him, but again without success. He did not return to Spithead till the 14th of September: nor had he then, as it is said, but in consequence of express orders for that purpose from the queen. When the parliament met, the late memorable action, and its consequences, were among the first subjects of discussion. On the 19th of November he was examined at the bar of the house of commons relative to the escape of the French ships into St. Maloes, and gave so clear and satisfactory an account of the proceedings of the ships under his command both in, and after the engagement, that the speaker, by direction of the house, informed him they were very much pleased with his very ingenuous behaviour. Honourably acquitted from the very unfounded charge of misconduct, he returned, in the ensuing spring, to his command. The office and rank of admiral of the fleet was again vested in three persons* as it had been in the year 1690 after the action off Beachy Head, and partly for the same reason. Experience shewed, that however high and most deservedly so the three joint-commanders-in-chief might individually stand in the opinion of the people, and however capable each of them, seperately, might have been to execute so extensive a charge, the office, like that of a sovereign, is of such a nature as does not admit of its being divided, or executed with propriety and energy by more than one person. The possibility of shifting the charge of any supposed misconduct from one to the other is, by that means, totally obviated; the nation can resort at once to the *ostensible* author of its disgrace and misfortune; and the admiral-in-chief himself, while he is conscious of the high trust with which he is invested, exerts, in their utmost extent, his abilities and spirit, knowing that the smallest failure in his enterprize endangers, for ever, his credit and his honour. The misfortune† which marked the

* Henry Killigrew, Esq; Sir Cloudesly Shovel, and Sir Ralph Delaval.

† The capture of the Turkey fleet.

naval transactions of this year has prevented, ever since, a repetition of the same absurdity.—To return to sir John Ashby; although he had, in the year 1690, been one of the three commissioners for executing the office of commander-in-chief, he was omitted on the present occasion: but resuming the station in which he had served at the battle of La Hogue, hoisted his flag, as admiral of the blue squadron, on board the London. Dying on the twelfth of July following, he had not the mortification of hearing the misfortune which befel his very gallant brother commander, Rooke, in Lagos Bay, the news of which did not arrive till four days after his decease. His body was first interred at Portsmouth, where he died; but being afterwards taken up, was finally buried in Lowestoff church, where a handsome monument has been erected to his memory * bearing the following inscription:

Sacred to the memory of

Sir JOHN ASHBY, knight,

Præfect at the courts of SANDGATE;

On whom, for his unshaken fidelity and approved

Valour, in the engagement with the French, at

BANTREE BAY,

Where he gloriously fought for his king and country,

His majesty conferred the honour of knighthood.

He afterwards gave many signal examples of his bravery

And skillfulness in naval affairs;

By which he obtained the post of admiral and commander

† In chief of the royal navy, and general of marines.

Adorned with these honours,

He exchanged earthly glory for immortality,

12 July 1693.

It has been elsewhere remarked, on Burnet's bold censure of sir John, that the very illiberal reflection made on his conduct is an evident proof of the malevolence which too often actuates the spirit of party; and shews, that the most

* On his tomb, which is just below the monument—

Here lieth the body of Sir JOHN ASHBY, knight,

Who died 12 July, 1693.

And the arms of Ashby—A chevron between three eagles displayed, Crest. On a wreath an eagle displayed.

† In this the writer of his epitaph has evidently been mistaken.

brilliant actions, when executed by commanders whose political principles happen not to coincide with certain writers, are too often tarnished through the malignity of the historian. Indeed, when we consider the compliment paid him by the speaker of the house of commons, as already related, had we no other proof of his worth*, we trust we need not hesitate to pronounce him to have been a very brave, though, in some few instances, an unfortunate man.

BURKE, William,—was, in 1665, appointed lieutenant of the Saint Paul, and was very soon afterwards removed into the Bristol. In 1668, having filled the same station, first in the Defiance, and secondly in the Cambridge, he was promoted to the command of the Portsmouth sloop. In 1671 he returned to his former rank of lieutenant, and was appointed to the Tyger. We meet with nothing farther relative to him, except that in 1674 he was made captain of the Isle of Wight yacht.

HAMILTON, Thomas,—having served as lieutenant of the Rupert in 1666, and of the Mary in the following year, was, in 1668, promoted to be commander of the Deptford ketch, and very soon afterwards removed into the Nightingale. In 1671-2 he was appointed captain of the Mermaid; and being removed, in the course of the following year, into the Constant Warwick of thirty-six guns, a small fourth rate, behaved very gallantly in a very smart encounter with a Dutch privateer, of which we have subjoined an account†, as given in a letter written

at

* His gallant behaviour both at Bantry Bay and Beachy Head fights.

† Constant Warwick, Feb. 10, 1672. "Having certain ships outward bound under our convoy, we came up on Thursday last, about 170 leagues from the Lizard, with a ship carrying Hambrough colours, who, upon our commanding him on board with a gun, immediately put up a Holland ensign, and a Flushing jack, and put himself in posture of engaging us: we thinking to have boarded him to rights, made up to him to fasten our bowsprit in his shrouds: but he, being aware of our intent, put his helm a weather, and turned his ship round, so that we could not fasten, but shot a-head of him; and afterwards we exchanged several broadsides within half pistol shot of one another, though our lower tier of guns was made useless by the violence of the wind, the sea running so high that it came in a-main at our lower port holes; in the mean time the *Caper* (*the privateer*) fought

at the time. In 1673, the spirit he had manifested on the former occasion procured him to be promoted to the *Mary* rose of fifty guns. In the account given by prince Rupert, of the engagement between the English fleet under his command, and that of the Dutch, on the 28th of May in this year, he mentions a colonel Hamilton, as having lost his leg. We have not been able to identify precisely, but we believe him to have been this gentleman, the appellation of colonel being indiscriminately applied both to officers of the navy and army, at that day*, and there being no other person at that time in the service of the same name. He was not appointed to any other ship till the 18th of June, 1675, when he was made captain of the *Margaret* galley; which ship is also, on another occasion, called the *Charles* galley; the first of these appellations appears to have been a misnomer, as it is imagined there was no vessel of that name in the service. We find him commanding the *Charles*, on the Mediterranean station, on the 28th of October 1677; at which time he captured, in company with the *James*, captain Canning, who was killed, a very large Algerine ship of war, after a desperate resistance. On the 4th of March 1681-2, he was appointed to the *Dragon*; and; on the 23d of March 1684-5, was removed into the *Kingsfisher*. In the month of June following, having with him the *Falcon* frigate, he attacked and carried, almost without resistance, the castle of

fought so as not to forget to retreat when he should see his opportunity, which it was not hard for him to do, we having lost great part of our rigging, and received three unlucky shots between wind and water, and taken in so great a quantity of water in our ports-holes, that, at three o'clock in the afternoon, we found five feet seven inches water in our hold, and the gun-room full to the hatches; and that both our upper and lower tier of powder was made unserviceable, being all wet; we not having, besides, ten rounds left in all; by which means he escaped. This *Caper* is a fly boat of two tier of guns.

* The title of colonel appears to have been bestowed only on such officers as either had rank a certain time in the service, or had been temporary commanders, and, as they are now called, commodores of small squadrons. It was also not uncommon for naval officers to hold a military command. Lord Dartmouth, for instance, when captain Legge, was, at one and the same time, captain of a ship of war and colonel of a regiment of infantry. Captain Hastings of the *Sandwich*, who fell at the battle of La Hogue, is styled, in the *Gazette* account of the action, colonel Hastings.

Ellengreg, on the western coast of Scotland. The unfortunate earl of Argyle had taken possession of it a few days before, and fortified it, as well as time and circumstances would permit him, intending it as his grand magazine, and place of final retreat. Captain Hamilton's success appears to have given the decisive blow to this petty invasion, for on this occasion he not only made himself master of all the earl's stores, spare arms and ammunition*, but, pursuing his good fortune, took possession of the three ships which the earl brought with him, and in which only he could place his last hope of escape for himself and his followers. We meet with nothing farther relative to captain Hamilton till the month of May 1689, some months after the revolution had taken place: he then commanded a ship of war, whose name we have not been able to learn, on the Irish station, and performed a notable piece of service in destroying a considerable number of boats intended for the use of the late king James's army. This is the latest piece of information we have been able to acquire concerning him.

LONG, Robert,—after having been appointed to serve as lieutenant of the *Golden Phoenix* in 1666, was promoted to the command of the *Fanfan* yacht in 1668.

STOUT, Robert,—served as lieutenant of the *Resolution*, and afterwards of the *Revenge* in 1665. In the following year he was also appointed, first to the *Henry*, and soon afterwards to the *Lyon*. In 1668 he was promoted to the command of the *Roe* ketch. In 1669 he returned again to his former station of lieutenant, being appointed second † of the *St. David*, the ship on board which sir John Harman had hoisted his flag as rear-ad-

* Five thousand stands of arms; all his cannon, five hundred barrels of powder, with ball and other stores in proportion.

† This is by no means to be taken as a degradation of rank, very frequent instances occurring, at the period of which we are writing, of officers who had served as commanders of ships several years, with the highest reputation, becoming lieutenants of flag ships. Indeed, the difference in many instances existed only in the term and title, the admiral being very frequently filled *admiral* and *captain*, and the officer next below him first lieutenant, answering to the station of captain of the ship. We find these terms preserved in an Admiralty List of the Navy as low down as the year 1693.

miral of the fleet on the Mediterranean station. In 1671 he was appointed commander of the Fountain fire-ship, and in the following year of the Forrester frigate. In 1673 he was promoted to the Princess, and behaved with the most exemplary spirit in the engagement which took place between the English and Dutch fleets on the 11th of August in the same year. On the 21st of January 1673-4 he was removed into the Warspite, and on the 15th of June 1674, into the Success. He does not appear to have had any appointment afterwards.

SUMPTER, Robert,—was appointed commander of the Bonadventure fire-ship in 1667. He served as second lieutenant of the St. David in 1672. From this time his name does not occur till the 10th of January 1677-8, when he was appointed lieutenant of the Antelope; after which period nothing relative to him is known.

TURNER, Robert,—was appointed lieutenant of the Dreadnought in 1664, and was promoted to the command of the Francis in 1668.

WHITE, Isaac,—was made commander of the Wren pink in 1668, and of the Katherine ketch in 1671.

1669.

ALLINGTON, Argentine,—was, on the prospect of a rupture with France, in 1668, appointed lieutenant of the Charles; and was promoted, in 1669, to be captain of the Guernsey Frigate. In the month of May following he was ordered to the Sireights, in company with the Advice, to convoy thither a large fleet of merchant ships. Off Cape de Gatt they fell in with a squadron of seven Algerine ships of war, which they hesitated not a moment to engage, knowing well that the safety of the charge under their protection depended on their resolution. The particulars of the action have already been given in the life of captain Young*, so that it is unnecessary to say

* P. 140.

more, than that their conduct was glorious to both alike, though in its consequences equally fatal, captain Allington having fallen almost at the same instant his brave companion did.

FARRE, ———, — is said to have commanded the Batchelor hired vessel (formerly a fireship) in 1669. He could only have held this station a very short time, for we find the same vessel fitted out for a voyage of discovery in the month of September following, under the command of captain Humphrey Fleming.

FLEMING, Humphrey, — the gentleman just alluded to, was appointed commander of the Batchelor hired ship in the month of August 1669. This vessel was ordered to the South Seas, in company with the Sweepstakes, captain Narborough, in whose life * an account of the principal transactions of the voyage have been already given. In the Supplement to the Dictionnaire Historique, by M. L'Abbe Ladvocat, speaking of sir J. Narborough, he says, "Il partit Deptford, le 26 Septembre 1669, avec deux vaisseaux; mais il perdit de vue le second, sur les côtes des Patagons." No notice is taken of this circumstance by such English writers as we have seen, nor do we find any farther mention made of captain Fleming.

SAUNDERSON, Ralph, — was appointed lieutenant of the Assistance in 1666, and was promoted to be commander of the St. David in 1669, at the time sir John Harman hoisted his flag on board her as rear-admiral of the Squadron on the Mediterranean station. In 1670 he was removed into the East India Merchant, and in the following year into the Phoenix. In 1673 he was appointed, by prince Rupert, who had been his first patron, to be second captain of the Sovereign, the ship on board which he had himself hoisted his flag as commander-in-chief of the fleet. After the conclusion of the war he was, on the 30th of July 1674, made commander of the Portsmouth yacht, and appears never afterwards to have quitted this line of service. In 1676 he removed into the Charles yacht; and from thence, on the 5th of September in the following year, into the Charlotte yacht. On the 22d of October 1681, he was recommissioned to the same

vessel; and on the 31st of Aug. 1682, was appointed to the *Fubbs*. After the accession of James the Second he was, on the 27th of March 1685, re-appointed to the same vessel. After quitting this command he appears to have retired from the service altogether, as he was still living, and unemployed, at the time of king William's death.

WERDEN, or WOERDEN, Robert,—was appointed lieutenant of the *Advice* in the year 1663; of the *Plymouth*, and afterwards of the *Slothany* (a Dutch prize) in 1665; and of the *Norwich* in the following year. In 1669 he was promoted to the command of the *William* hired ship of war, and of the *Falcon* frigate in 1670. He was ordered immediately afterwards to the Mediterranean, in company with sir William Jennings in the *Princefs*, who was commodore, to convoy thither a fleet of eighty merchant ships. Contrary winds detained them in port till the 31st of January following: but after this first detention they had experienced they reached their destination without one adverse accident. He continued on the Mediterranean station some time, as we find him sailing from Leghorn, in company with sir W. Poole, for Zant, on the 19th of June 1671, as convoy to a fleet bound from thence to Turkey. On his arrival from the Straights, in 1672, he was removed into the *Yarmouth*, and sent into the Baltic*. On his return from thence the ensuing spring he was promoted to the *Henrietta*, and singularly distinguished himself in the action which took place between the English and Dutch fleets, on the 28th of May 1673. In prince Rupert's account of the action, captain Werden is said to have been among the number of captains slain. And it has been thus related by all historians who thought themselves, we suppose, perfectly safe in reporting a fact from information generally deemed the most authentic existing. He certainly was not killed, as there are several letters of his still extant of a much later date; from these we learn he was present in the second action, which took

* The duke of Richmond, ambassador-extraordinary from Charles the Second to the court of Denmark, died in consequence of a cold he took in passing from this ship (whither he had been on a visit) to Elsinore, in the month of December 1672.

place on the 4th of June *; and in the third, fought on the 11th of August following. On the 17th of September sir John Narborough hoisted his flag on board this ship as rear-admiral of the red; but hostilities having nearly ceased nothing worth commemorating in the life of either took place during the space of fifteen months. We find him to have been employed as a cruiser in the Channel at the time of king Charles's excursion to Portsmouth in the month of June. In October sir John Narborough, having received his commission as commander-in-chief of the fleet destined for the Mediterranean service, hoisted his flag on board the *Henrietta*. She sailed for the Streights on the 5th of November following. Captain Werden still continued her commander, and appears to have possessed, in a high degree, the esteem of his admiral, who remained on board the same ship till the 28th of December 1675, at which time † he shifted his flag into the *Harwich*. Here our information, relative to captain Werden, ceases; on which account we can only repeat that sorrow we have already, on similar occasions, so frequently expressed.

1670.

ANGUISH, William,—was made lieutenant of the *Antelope* in 1666, and of the *Forefight* in 1669. In 1670 he was promoted to the command of the *Deptford* ketch, and was re-commissioned to the same vessel on the 25th of May 1674. On the 9th of April 1677 he was appointed lieutenant of the *Woolwich*, and on the 18th of April in the following year (1678) was promoted to the command of the *Swan* frigate; what became of him after this time we know not.

* There is a most pleasing and unaffected modesty run through the several MS accounts of these actions given by captain Werden, who appears to have united the diffidence of youth with all the prudence and intrepidity that could adorn a commander of the highest rank.

† Being then at Malta.

DAWSON, John,—served as lieutenant of the *Defiance* in 1666, and in 1670 was promoted to the command of the *Truelove* fireship. On the commencement of the second Dutch war in 1672 he was taken, by sir Robert Holmes, to serve on board his flag ship, the *St. Michael*, as first lieutenant. In 1673, after having, for a short time, served as second lieutenant of the same ship, he was promoted to the command of the *Advice*. This appears to have been his last appointment.

KEENE, John,—was made lieutenant of the *Dover* in 1668. In 1670 he was advanced to be first lieutenant of the *Assistance*. In a very short time afterwards he was promoted to be captain of the *Welcome*. In 1673 he was advanced to the *Stavoreen* Dutch prize, and was from thence very soon removed into the *Yarmouth*.

LONDON, Richard,—served as lieutenant of the *Old James*, and afterwards of the *Royal James*, in 1665. In 1667 he was appointed to the same station on board the *Monmouth*; and was again removed, in 1669, into the *Resolution*. In the following year he was promoted, by sir Thomas Allen, commander-in-chief in the *Streights*, to command the *Guernsey*, as successor to captain Allington who was killed in the action with the *Algerines*. In the following year he was promoted to the *Montague*, and in 1672 was removed into the *Norwich*. He long continued commander of this ship, as we find him, in the month of April 1675, on the Irish station, bringing into Kinsale the *St. Peter* of *Hamburg*, a part of whose crew had mutinied and possessed themselves of the vessel, after having murdered the captain. We do not find any mention made of captain London after this time.

STEELE, John,—is known only as having been appointed commander of the *John* (probably an hired vessel of war) in 1670.

WRIGHT, Lawrence,—was appointed lieutenant of the *Baltimore* in 1665, of the *Royal Charles* in 1666, the *Constant Warwick* in 1667, and of the *Old James*, the *Victory*, and the *Sovereign* in 1668. The first war with Holland having been concluded some time before, and the prospect of a fresh one with France totally disappearing soon after, Mr. Wright continued unemployed upwards of twelve months; but in the beginning of the year

year 1670 was appointed lieutenant of the *Newcastle*. When this ship was, in September following, ordered to the *Streights*, Mr. Wright was promoted to be first lieutenant of the *Mary*; and being soon afterwards removed into the *Prince*, was, before the conclusion of the year, promoted to the command of the *Nonfuch* *. On the 7th of January 1672 he was removed into the *Antelope*; and again, on the 28th of January 1675, into the *Phoenix*. A rupture with France being again expected, he was, on the 27th of March 1678, appointed second captain of the *Charles* under sir John Holmes, who had the day before hoisted his flag on board her as rear-admiral of the fleet ordered to be equipped to observe the motions of the enemy. The impending storm of war again giving way to the serenity of peace, and the fleet being consequently dismantled, captain Wren was made commander of the *Unicorn*, a guardship at Chatham. On the 27th of May 1679 he was appointed to the *Reserve*, and sent, with captain Talbot in the *Mary rose*, to convoy out our Newfoundland fleet. This ship being paid off on her return, captain Wright had no farther command till the 19th of June 1682, when he was appointed to the *Mary yacht*. Immediately after this time he experienced two very rapid removals, the first, on the 29th of July following, into the *John and Alexander*; and again, on the 8th of August, into the *Golden Horse*. After the accession of king James he was re-appointed, by that monarch, to his old ship, the *Mary yacht*. On the 6th of March 1686-7 he was removed into the *Forelight*. The duke of Albemarle being appointed governor of Jamaica, captain Wright was made captain of the *Assistance*, the ship destined to convey his grace to the West Indies. They sailed on the 12th of September, and, after some detention by contrary winds, arrived safe at Jamaica. The duke did not long survive his arrival; and captain Wright, who had carried him, when living, to his government, had also the melancholy honour of conveying his dead body back to England. He arrived at Plymouth on the 22d of

* In an official paper, presented to the house of commons by Sir R. Rich, on the 10th of February 1698-9, we find him not to have taken rank as captain till the 8th of February 1672.

May 1689, and found the political state of England wonderfully and happily altered, since the time of his departure from England; James the Second, his former sovereign and original patron a fugitive and in exile, and his place, as it is well known to all, supplied by the prince of Orange, now almost universally acknowledged king of Great Britain, by the name of William the Third. Thoroughly acquiescing in this change, he was immediately and cordially received into the favour of his new sovereign, and on the 21st of December following was appointed captain of the *Mary* of sixty-two guns, and commodore or commander-in-chief of an expedition sent to the West Indies, for the better security of our own possessions in that part of the world, and the greater annoyance of the French who had long since commenced hostilities, under pretence of supporting the shattered cause of the banished monarch. The squadron, consisting of eight small ships of the line, two frigates, two fireships, and a ketch, did not sail from Plymouth till the eighth of March; but, notwithstanding commodore Wright was encumbered with a numerous fleet of merchant ships, which, together with his squadron, were dispersed in a gale of wind soon after they cleared the Channel, and although many of his ships had sustained considerable damage in their masts and rigging, they arrived in safety at Barbadoes on the 11th of May, but with crews much diminished by sickness and fatigue. The recovery of his people was, of course, the first thing to be attended to by the commodore. This being accomplished, and a considerable body of volunteers raised in aid of the expedition at all the different islands in the possession of the English, the armament sailed from St. Nevis on the 19th of June, and arrived at Frigate's Bay, in the Island of St. Christopher's, the first destined object of their attack, on the following day. The troops being landed on the 21st, about one in the morning, possessed themselves of the enemy's entrenchments by noon the next day, after two smart conflicts, in which the English lost one hundred and thirty men killed and wounded. About eleven the following day commodore Wright got under weigh with his squadron, intending to attack the town and forts of Basseterre; but the French saved him that trouble by abandoning both on his approach, and re-
 uring

tiring to the mountains after having first set the town on fire. A considerable part of it was, however, happily preserved. With this good omen of future success the fleet sailed on the 24th to assist in the farther reduction of the island, and in the evening anchored in Old Road. On the 30th the principal fort, which still remained in the possession of the enemy, was invested in form by the army; and on the following day commodore Wright proceeded, with seven of the two decked ships of his squadron, to cannonade the front next the sea, in order to create a diversion that might facilitate the operations on shore. As they were not able to use their lower tire, and the upper deck guns producing but little effect against the walls of the fort, this mode of assault was afterwards discontinued. But the attack by land, seconded by the assistance of the fleet, from which a large body of seamen had been landed with artillery for the batteries, was pushed on so briskly, that the enemy desired to capitulate on the 12th, and finally delivered up the fort on the 16th. After this speedy conquest commodore Wright, having taken on board a detachment of the army under sir Timothy Thornhill, sailed for St. Eustatia, where the troops were landed on the 19th. On the 20th the enemy desired a parley to settle the terms of capitulation; but it was very quickly broken off on account of their extravagant demands. The Mary, on board which ship commodore Wright himself was, together with the Success, the Prince's Ann, and the Bristol, having anchored within gun-shot of the fort on the 21st, and a battery on shore being completed on the 23d, the enemy a second time begged a truce, and on the 25th surrendered the fort and island, on the same terms that had been granted at St. Christopher's without a gun being fired on either side. Thus far the commodore is allowed, on all hands, to have behaved with the most becoming spirit, prudence, and activity. On the 26th the squadron returned to St. Christopher's; and having taken on board the guns which had been landed for the batteries, raised against Charles fort, it was determined, in a general council of war, that, as the hurricane season was now fast approaching, and the army considerably weakened by sickness, offensive operations should be discontinued till the troops were, in some degree, recovered, and the weather became
more

more favourable to any future enterprize or expedition they might undertake. In pursuance of this resolution, than which, considering all the circumstances, nothing could have been more proper, the fleet sailed on the 2d of August for Antigua; where, having landed the soldiers, and put them into proper quarters of refreshment, it departed for Barbadoes and arrived in perfect safety on the 13th. The soldiers being considerably recovered, and the proper season approaching for re-commencing their operations, the fleet returned to Antigua on the 6th of October. Disappointed in his hope of meeting general Codrington there; captain Wright sailed for St. Christopher, where it was determined, in a council of war purposely held, to attack Guadaloupe without delay. While the necessary preparations were making for the expedition, he very unexpectedly received orders to return to England with a considerable part of his squadron.

Arriving at Carlisle bay, in Barbadoes, on the 30th of December, he began to put his ships in the best state for return his resources would permit him; but ere he had procured a sufficient quantity of provisions for that purpose, and of which he was, on his arrival, much in want, second orders arrived revoking those he had before received for his return, and directing the farther prosecution of his before intended enterprize. His squadron was by this time much reduced both in numbers and in its state of equipment: he had been obliged to send two of his ships to Jamaica, and two more, by different routes, to convoy two separate fleets of merchant-ships to England, so that it now consisted of no more than six ships of war and a fireship, all which, except the latter, had received considerable damage, from the length of service since they had been docked, from tempestuous weather, and from the enemy*. To repair this diminished force, the commodore, who, at least at this period of his command, appears

* The *Mary* (the commodore's ship) of sixty-two guns, had sprung her foremast: the *Assistance* of forty-eight, had lost the head of her main-mast by a twenty-four pound shot, and was leaky: the *Bristol* of the same force, had sprung her fore-mast and was also leaky: the *Tyger* of forty-six guns was under a jury-main-mast: and the *Hampshire* and *Antelope*, of the same force, had both of them sprung their main-masts.

to have been actuated by a truly honest zeal for the honour of his country, hired into the service six stout merchant ships, one of which mounted forty guns, two six-and-thirty, and three thirty guns each. On the 12th of January a fleet of victuallers arrived under convoy of the *Jersey*. With this reinforcement and relief he sailed for Nevis and the Leeward islands on the 12th of February; but a misunderstanding, which is said to have arisen between general Codrington, the commander-in-chief by land, and the commodore, proved the bane, the destruction of the whole enterprize. In consequence of the delays occasioned by it, the squadron did not proceed on the expedition till the 21st of March, and it having been resolved, in a council, to attack first, the small and insignificant island of Marigalante, which lay near Guadeloupe, nine hundred men were landed upon it under the command of colonel Nott, who having quickly possessed themselves of the town and fort, ravaged the country, and lived, as it were, upon free quarter for some days, till the arrival of general Codrington, when it was resolved to resume the attack on Guadeloupe in good earnest. The troops accordingly reembarked on the tenth of April, and on the 21st of the same month, made good their landing at the place of their destination. Their progress, however, owing to the superior strength of the enemy, and the different face of the country, which was remarkably well adapted to obstinate defence, was not so unopposed and rapid as it had been at Marigalante. They had made but little impression when it was currently reported, on the 14th of May, that eleven French ships of war, under the command of a rear-admiral, had arrived off the island. Commodore Wright, out of condition as his ships were, instantly put to sea in search of the enemy, and got so near them as actually to chase, for a considerable time, six ships, among which was that of their commander-in-chief. The French ships, being just off the Ground, escaped by their superiority in sailing. The appearance of this squadron *, which was supposed to be that of Mons.

* It is asserted by some that this force was afterwards found to consist of only two ships of the line, the rest being frigates, transports, and other small vessels.

De Casse coming from Martinico to the relief of Guadaloupe, necessarily induced the convocation of a general council, in which it was unanimously agreed to abandon the idea of future conquest and quit the island. This was accordingly done in the course of the ensuing night, and commodore Wright, after the escape of the French, having bore up for Marigalante, a second council was called, both of land and sea officers. In this it was resolved, in consequence of a sudden and malignant distemper having broke out among the ship's companies and soldiers, as well as the general ill-equipment and inferior force of the Squadron, when compared to that of the French said to have newly arrived from Europe, that all the ships should return to Barbadoes except the Antelope and Jersey, which were sent to convoy general Codrington, and part of the troops, to Antigua. Commodore Wright, in a very few days after his arrival in Carlisle Bay, was seized with a violent indisposition, which, according to the opinion of his physicians, rendered it indispensibly necessary for him to return to Europe. This malady has been, by some persons, treated as a mere pretence to quit a command, in which his latter inactivity is said to have exposed him to much censure.

The depredations committed on our commerce by the French privateers, during the time commodore Wright was in the West Indies, appear to have first roused and afterwards cherished those complaints, which, in all probability, caused him to be laid aside, after his return to England. If these had constituted the only part of the charge against him, loud as they might have been, it is reasonable to suppose they would not have been successful; but it appears rather hard to make a charge of neglect against a commander sent on a particular expedition, and to which he is confined, by his orders, principally to attend, because the enemy is too successful in injuring our commerce by the piratical warfare committed by petty privateers. An injury effected at a distance where it is impossible for him to extend his protection, without abandoning, or, at least, neglecting the service on which he was specially sent. It is certain, indeed, a considerable misunderstanding latterly prevailed between the general and himself: such an accident is always detrimental, and, not unfre-

quently, fatal to the enterprize. On these occasions it is certain one of the parties must always be to blame, and the voice of the people generally makes sure of not suffering the guilty person to escape, by condemning both. Lediard has inserted two letters, one from a colonel Farmer, the other from a Mr. Reid, both of whom appear to have been members of the council at Barbadoes. They are both very warm, and, indeed, violent in their censure of Mr. Wright; but, from many expressions, we are led to believe their opinions too much warped by personal losses, or some other private cause, to place an implicit confidence in the candour and justice of their charges*. It has been said, but without the smallest foundation, far as we have been able to discover, that the commodore was put under an arrest soon after his return to Carlisle Bay, and sent home a prisoner. There remain not the smallest traces of any trial, or even enquiry into his conduct, which most certainly would have taken place had the former part of the story been true. The only punishment that was inflicted on him for his supposed inactivity was, that he was no longer employed. He, however, was continued on the list of naval commanders, and on the accession of queen Anne, in 1702, was appointed commissioner of the navy, resident at Kinsale; and after continuing there many years with much credit, was, in 1713, appointed an extra commissioner of the navy in England. He is said to have died at Chatham, but in what year is not positively known. After all the various charges thrown out against this gentleman, it probably would have been nearer truth to have imputed the most offensive part of his conduct to want of ability, rather than wilful neglect; and to have said that his highest crime was undertaking a charge too extensive for men possessed not of the soundest, and most penetrating judgment.

* "Though great matters were talked of here, before he (the commodore) went, as of taking and destroying all the French islands in a short time; yet talking is all that has hitherto been done, except the taking a small fisher-boat."—Ext. Col. Farmer's Letter.

"Our admiral, of whom we are like to be happily rid, has been extremely slothful in their majesty's service."—Ext. Mr. Reid's Letter.

1671.

BESTON, William, — is to be remembered only as having been appointed commander of the Assurance, a fifth rate of forty guns, in the year 1671.

DAY, Richard, — was appointed lieutenant of the Gloucester in 1664, of the Montague in 1668, and the Assurance in 1670. In 1671 he was promoted to the command of the Bezan ketch. On the 16th of January 1677-8, he was appointed captain of the Merlin yacht. His name does not again occur.

FRIEND, Richard, — is known only as having commanded the Ann of Portsmouth, hired ship of war, in 1671.

HURST, —. — The name of this gentleman occurs as commander of the Revenge in the year 1671. At the time this ship returned from the Streights with sir Edward Spragge, his name is not inserted in the list of naval commanders, nor are we acquainted with any farther particulars relative to him; but our certainty of his having commanded the ship above-mentioned, warrants us in the insertion of his name here.

LE NEVE, Richard, — was a gentleman probably of French extraction. He served as lieutenant, first of the Lyon and afterwards of the Centurion, in 1666. He served in the same station on board the Yarmouth in the year 1668, and in the following year on board the Swallow. In 1671 he was made captain of the Phoenix; from which ship he was, in 1672, removed into the Plymouth, and was in the following year promoted, by prince Rupert, to command the Edgar. He did not long survive this mark of his highness's favour; but gallantly proving how well he had merited his patronage, was unfortunately slain in the engagement with the Dutch fleet, fought on the 11th of August in the same year. He was buried in Westminster-abbey, where a neat monument was erected to his memory bearing the following
 scription,

scription, a modest, and, at the same time, elegant abstract of his naval life and Character.

Here lyeth the body of

RICHARD LE NEVE, Esquire,

Who, after several engagements for his majesties service,

Wherein he behaved himself with honour and applause,

Being appointed commander of his majesties ship

The EDGAR,

Was unfortunately killed in the flower of his age,

Being but 27 yeares old,

After he had signalised his valour, to admiration,

In that sharp engagement with the Hollanders,

Which happened on the 11th of August 1673.

NUGENT, Dominick,—was appointed lieutenant of the Lyon in 1665; and, in 1668, was removed into the Revenge, at that time sir Edward Spragge's flag ship, as commander-in-chief in the Downes. When sir Edward was, in the following year, appointed vice-admiral of the fleet intended to be sent to the Mediterranean under sir Thomas Allen, he procured Mr. Nugent, of whose abilities he had formed great expectations, to be appointed his first lieutenant. The execution of the meditated attack on the Algerine shipping in Bugia Bay, on the 2d of May 1671, was confided to him by his admiral; and, notwithstanding the failure of the attempt, he appears to have proved himself, in every respect, worthy the trust reposed in him. All the boats of the fleet, together with the Eagle fireship, were put under his command. The hour fixed upon for the attack was twelve o'clock at night. It being excessively dark, and the high land, under which the ships lay, preventing their being distinctly seen, the boats rowed past them; but lieutenant Nugent quickly finding he had overshot his object, resolved to proceed with his boats only, and leave the fireship without; till he had more accurately discovered where should be his point of attack. On his quitting the fireship he left positive orders with her commander to come to an anchor, in case he should find himself in shoal water. He had scarcely quitted her a minute when he found himself within pistol shot of the enemy. Instantly returning to the Eagle he found her, to his utter amazement, set on fire. This mistake,

mistake, or accident, for it is not decided to which of these causes it is to be attributed, having alarmed the enemy, annihilated every prospect of success, and Mr. Nugent was compelled to row off with the utmost expedition. Thus, as Campbell observes; did this promising advantage vanish, which had given hopes of burning all the Algerine ships without the loss of a man. The conduct of Mr. Nugent, through the whole business, having been thoroughly approved of by his admiral, he was appointed commander of the *Advice*; and this ship having returned to England for repair soon after, he was re-appointed to her, when completed, on the 13th of January 1672. In the following year he was promoted, by prince Rupert, to command the *Fairfax*. This ship being put out of commission soon after, in consequence of peace being concluded with the Dutch, he had no farther appointment till the 30th of January 1677 8, when he was made commander of the boats at Chatham. On the 29th of July 1682 he was appointed to the *Thomas and Catherine*. He was removed from this ship on the 8th of August following into the *John and Alexander* *. On the 11th of June 1685 he was made captain of the *Charles* galley; his commission having been revoked soon after, he was re-appointed to the same vessel on the 30th of August following, and was removed into the *Reserve* on the 27th of the ensuing month. After this time we have no account of him.

PEARCE, Edward,—was, in 1671, made commander of the *Portsmouth* sloop; from which vessel he was, in the following year, promoted to the *Roebuck*; and, in 1673, removed into the *Nightingale*, as successor to captain Harris. He was unfortunately lost, on the *Goodwin Sands*, in a violent storm which happened on the 16th of January following. Captain Pearce had the day before captured a Dutch privateer of twelve guns, which was lost, together with his own ship. Thirty of the seamen, with the lieutenant, and about the same number of Dutchmen, were, notwithstanding the violence of the gale, saved by the intrepidity and perseverance of the boatmen from *Margate*.

* Both which were, in all probability, hired ships of war.

ROWLANDSON, Francis,—was appointed commander of the *Lenox* in 1671.

TEMPLE, John,—was the only son of Peter Temple, of Temple in the county of Leicester, who was lineally descended from Leuric, or Leofric, earl of Chester, and the famous lady Godina. He was appointed lieutenant of the *Houfe de Switen* as early as the year 1660. We find nothing farther of him till the year 1665, when he was made lieutenant of the *Constant Catherine*. He was not promoted to the rank of commander till the year 1671, when he was appointed to the *Drake*. Early in the following year he was removed into the *Mermaid*, and had the good fortune, in the month of August, to capture a very valuable Dutch prize off the *Texel*. On the 9th of August 1673, he was appointed commander of the *Adventure*. We hear nothing more of him till the 29th of March 1675, when he was made captain of the *Quaker ketch*. He did not, however, retain this command long, being promoted to the *Dartmouth* on the 22d of April following. On the 16th of March 1677-8 he was appointed captain of the *Jersey*; and, on the 19th of June 1680, of the *Sweepstakes*. He had no farther appointment till after the accession of king James the Second, when he was, on the 11th of June 1685, made commander of the *Mary Rose*. We have been able to learn no farther particulars relative to this gentleman, except that, on the 6th of September following, he was re-appointed to the same vessel*.

* The name of John Temple occurs in the navy list on the 11th of September 1689: we cannot decide whether he is the same gentleman. The name of the ship to which he was appointed is not given, nor are any farther particulars given relative to him, except that, in the margin, there is the following memorandum, "*never had post*," which may probably mean that he never was employed as a post captain after the revolution.

1672.

ANDREWS, Thomas,—was appointed lieutenant of the *Princess* in 1670. In 1672 he was made commander of the *Katherine* fireship, and in the following year was removed into the *Falcon*.

ARCHER, John,—was, in 1672, made captain of the *St. Andrew* of sixty-six guns, and was re-appointed to the same ship in the following year.

BIRD, Matthew,—was appointed, by prince Rupert, commander of the *Leopard* fireship in 1672.

BIRCH, Augustus,—was, at the same time, made captain of the *Royal Escape*.

BORTHWICK, Richard,—was appointed commander of the *Speedwell* in 1672. On the 18th of September 1677 he was taken, by sir John Narborough, at that time commander-in-chief in the Mediterranean, to be first lieutenant on board his ship, the *Plymouth*. The admiral was so well satisfied with his conduct, that he promoted him, on the 8th of October following, to be commander of the *Pearl*. He had no other appointment till the 1st of June 1681, when he was made commander of the *Gloucester* hulk. On the 29th of July following he was removed into the *Castle* guard-ship; and, on the 9th of June 1685, was re-appointed, by king James the Second, to command the same vessel.

BOSWELL, Edward,—was appointed commander of the *Little Lyon* fireship in 1672.

BURDICK, John,—commanded the *Dartmouth* fireship in 1672.

BURTON, Calibe Cain,—was made lieutenant of the *Warspight* in 1666, of the *Reserve* in 1668, of the *Greenwich* in 1670, and of the *Warspight* in the beginning of the year 1672. He was very soon promoted to the command of the *Drake*, and before the conclusion of the same year was removed into the *Holmes*. On the 13th of November 1673 he was made captain of the *Hamp-*

shire;

shire; and, lastly, on the 15th of June 1674, of the Castle frigate.

CANNING, George,—was appointed lieutenant of the Ruby in 1668, and of the Kent in 1669. In 1672 he was promoted to the command of the Sweepstakes, and was soon afterwards removed into the Diamond. In the month of September 1673 he was made captain of the Portland. We hear no more of him till we find him appointed, in the year 1677, to the James galley frigate. He was unfortunately slain, on the 28th of October in the same year, in an engagement with an Algerine frigate*.

CHAMBERLIN, Thomas,—was appointed, by prince Rupert, commander of the Dragon frigate in the year 1672, and greatly signalised himself, on the 25th of September in the same year, in an action with two Dutch privateers. Captain Chamberlin was laying, with a fleet of merchantships under his convoy, under the Berry Head, when the enemy's ships, one mounting eighteen, the other twenty-four guns, stood in towards him, in hopes of securing some of the ships under his charge. Cham-

* In justice to his, as well as captain Hamilton's, gallantry, we have thought it necessary to insert the following account of the action, as given in a letter from Cadiz, dated Nov. the 3d, 1677.

The 28th past the Portsmouth frigate gave chase to an Algerine man of war, mounting thirty-eight or forty guns, but could carry fifty. Their firing gave the alarm to the other frigates that were at anchor in Tanger Bay, who immediately put themselves under sail. The Algerine was one of the best sailers those people had: she was commanded by a renegado of Lubeck, and, in all probability, would have escaped, had it not been for the diligence and bravery of captain Canning and captain Hamilton, commanders of the Charles and James frigates, who, coming up with the Turk, laid him both on board. The Turks being made desperate by the encouragement of their captain, who, as a renegado, could expect no quarter, and by the force of brandy, of which they had as much as they would drink, a cask being lashed to the main-mast, maintained the fight stoutly: but the English soon obliged them to quit their upper deck and betake themselves to their gun deck, which they maintained about an hour longer: and when all their great guns were dismounted, and they could make no more use of their small shot, they threw cannon shot out of their port-holes into the English boats, which hurt some of our men. The Turk being taken, the captain and above one hundred and sixty men were found slain, and a great many wounded. Of the English, captain Canning was killed, and about twenty or thirty men killed and wounded."

Berlin immediately got under weigh to meet them. The engagement began about four o'clock in the afternoon; but after two or three broadsides, one of the privateers having received considerable damage, fell to leeward. The Dragon having now only one antagonist to contend with, would soon have captured her, but that night quickly coming on, with very thick weather, she cut away her boat, and by crowding all the sail she could carry, effected her escape. Captain Chamberlain now bore down upon the disabled consort, who was still laying at a small distance to leeward. The Dutchman rendered, as it should seem, desperate by the flight of his companion, refused to submit, but was quickly punished for his too desperate rashness, being sent to the bottom in a very short time after the action had re-commenced. In the following year the operation of the Test Act unfortunately deprived his country of captain Chamberlain's future service. Having been bred a Catholic, and continuing very stedfast in that persuasion, he chose rather to quit his profession than his religion.

COLLINS, Richard,—was appointed to the Robert fireship in the year 1672.

DAWSON, Matthew,—was made commander of the Success fireship in 1672; he was from thence removed into the Thomas and Edward fireship in 1673. He had no farther appointment till the 7th of May 1678, when he was made commander of the Spanish Merchant, also a fireship.

ERNLEY, or ERNLE, sir John,—was made lieutenant of the Rainbow in 1664, of the Hampshire in 1670, and of the Rupert in 1671. This last commission was conferred upon him by sir Edward Spragge, under whose command he at that time was, in the Mediterranean. He is said * to have been appointed comptroller of the navy on the 23d of June in the same year, as successor to sir Thomas

* An appointment almost too singular to be credited, in the instance of an officer so young in the service: the fact, however, is so, unless it be proved, (and we have not, as yet, been able to discover any thing to induce such a supposition,) that there were two persons of the same name, and rank existing at that time. We find a sir Walter Ernley, of New Sarum, Wiltshire, created a baronet on the 2d of February 1661, probably the brother of this gentleman.

Allen, with a salary of 500*l.* a year. He was about this time promoted to the command of the *Dover*; from which ship he was, before the conclusion of the year, removed into the *Revenge*. When prince Rupert was, in 1673, appointed admiral and commander-in-chief of the fleet, he promoted sir John to be captain of the *Henry* a second rate, a mark of favour he very soon after proved himself to have highly deserved, being one of the thirteen brave commanders who, towards the latter end of the engagement with the Dutch, on the 11th of August in the same year, supported his new patron in a most distinguished manner, when attacked by De Ruyter with his whole division, and as many other ships as he could collect from Banckert's Squadron, which the inactivity of the French had suffered to reinforce him. The war ended, as it were, with this action. On the 21st of July 1674 he was appointed commander of the *Forefight*. We hear nothing farther of him till the 2d of April 1677, when he was made captain of the *Woolwich*; and, on the 14th of September following, was nominated one of the commissioners for executing the office of lord high admiral*. Notwithstanding he held this elevated office, he withdrew not from the naval service, as we find him, on the 28th of October, one of the captains under the command of sir John Narborough on the Mediterranean service. He returned from thence the following spring, and arrived at Portsmouth on the 19th of March, with a few ships only under his convoy, the fleet having been dispersed by a violent gale of wind it encountered in the bay of Biscay. No other remarkable circumstance occurred during the passage, except that he had the good fortune to re-take a very valuable ship, called the *Bridgewater Merchant*, which had a short time before fallen into the hands of the Algerines. Immediately on his arrival he was removed into the *Defiance*, and returned to his old station. The latest information we meet with relative to him, as a naval officer, is, that he arrived in the Downs on the 29th of May, with a convoy from the Straights. We find a sir

* In some lists, particularly that published by Bearson, he is styled sir John Eriley, bart. but no such addition is given in a list we have perused, for the authenticity of which we can fully vouch.

John Ernley, knight, appointed, about this time, one of the commissioners for executing the office of lord high treasurer. We believe him to have been the same person, and for that reason shall proceed with the detail of his civil employments. On the resignation of the earl of Essex on the 19th of November following, and the consequent promotion of Lawrence, lord Hyde, second son of the famous earl of Clarendon, to be first commissioner, sir John Ernley was raised to the very elevated station of chancellor of the exchequer, a post he continued to hold till the revolution, and without incurring censure from either party, which, considering the temper of the times is certainly no small matter of praise. We are ignorant of the time of his death.

FITZGERALD, —, — was made commander of the *Nonsuch* in the year 1672.

GALLOP, George, — having served as lieutenant of the *East India Merchant* in 1664, the *Portsmouth* in 1665, and the *Centurion* in 1668, was made commander of the *Thomas and Francis* (probably an hired vessel converted into a fireship) in 1672.

GARDINER, Thomas, — was made lieutenant of the *Tyger*, and soon afterwards of the *Henry*, both which appointments took place in the year 1666. In 1668 he served, in the same post, on board the *Bristol*. In 1672 prince Rupert, who having been originally his patron, had raised him to the rank of lieutenant, promoted him to be commander of the *Barnaby*. In the following year he was removed into the *Faulcon*, and from this ship into the *Assistance* *. We find him, in the month of April 1679, at Naples, with a small convoy bound to Messina. He died in the following month at Gallipoli.

GELDING, Isaac, — was appointed commander of the *Hardgreen*, a Dutch prize, fitted as a fireship, in 1672, and before the conclusion of the year was removed into a vessel called the *new sloop*, no other name being given to her.

GREEN, William, — was made captain of the *Hambo-rough* fireship in 1672, and was re-appointed to the same vessel in the following year.

* On the 5th of November 1677.

GRIFFITH, Richard,—served as lieutenant of the Greenwich, and afterwards of the Portland in the year 1668. On the commencement of the second Dutch war he was promoted to the command of the Holmes; in the following year of the Hampshire; and, on the 24th of March 1673-4, of the Castle frigate. On the 13th of June following he was removed into the Diamond. From this time, to the 12th of November 1677, we hear nothing of him. He was at that time made commander of the Jersey; and was, from thence, removed into the York on the 12th of April following.

GRIST, William,—was made commander of the Katharine hospital ship in 1672, and again appointed to the same ship in the year following.

HADDOCK, Richard,—was, most probably, the son of Andrew Haddock, next brother to sir Richard, whose memoirs have been already given*, so that it is needless to add any thing farther relative to his family. His first command in the navy appears to have been that of the Thomas and Ann fireship, to which he was appointed in year 1672. Among the papers belonging to the family is a letter of sir Richard's, in which he takes notice of his brother Andrew's having received an hundred pounds for burning his fireship well at the Solebay fight. Sir Richard has, undoubtedly, committed a mistake, or rather omission, of the word "*son*," which are wanting to explain fully who this Richard Haddock was. As to Andrew, he does not appear ever to have been in the navy, and the Thomas and Ann fireship was certainly commanded by a captain Richard Haddock at the time of the Solebay fight. In this engagement his gallantry, very probably, procured him the reward above related, together with a small gold medal still in the possession of the family, which is supposed to have been bestowed on the same person, and on the same occasion. In the year 1673 he was made, by prince Rupert, commander of the Ann and Christopher fireship. He had no farther appointment till the 9th of April 1677, when he was made captain of the Quaker ketch. We find nothing farther of him till 1690, the year in which sir Richard was consti-

* P. 289.

tuted one of the joint-admirals commanding the fleet. Captain Haddock was then appointed, in succession, to be captain of the Charlotte yacht, the Grafton, and the Saint Andrew. He, in all probability, died or retired from the service soon afterwards.

HARMAN, Thomas, — had, perhaps, greater and more frequent opportunities of distinguishing himself through a very short naval life, than probably ever fell to the lot of an individual in the same space of time; a life rendered splendid by a continued series of noble acts, and which finished at last with the highest glory. He was appointed lieutenant of the Adventure in 1671, and in the following year was promoted to the command of the Tyger frigate. The first memorable action we find him engaged in, was while captain of this vessel, and employed as convoy to a fleet of colliers. He was attacked by eight large Dutch privateers; and what rendered the preservation of his convoy a matter of still greater moment than their intrinsic value, was an almost unparalleled scarcity of coals under which London, whither his fleet was bound, at that time laboured. Notwithstanding the amazing disparity of strength the gallantry of captain Harman prevailed over the numbers of his adversaries; and he had the happiness of carrying the whole fleet under his charge, in safety into the Thames. The memory of this exploit is still preserved in the anti-chamber to the council-room at Greenwich hospital, by a large picture, evidently painted soon after this time, and presented by his descendant Philip Harman, Esq. After his ship was refitted he was sent to the Mediterranean, where he signalised himself in an encounter, if possible, still more memorable than the former. The action itself has been too remarkable to be forgotten by historians; but the detail has been given in their own language, which, though in point of style it may have improved on the original account given in the simple, unadorned narrative which characterised the time, must evidently fall short of it in an interesting light, when this is considered as a faithful record made of so brilliant a transaction*. On the 13th of June 1675, he was removed

* ^a Cadiz, March the 7th, 1674. The vice admiral of young Evertzen's squadron, the Schaherlaet of thirty-six guns and one hundred

removed into the *Saphire*, still remaining stationed in the Mediterranean, which was then become the principal, and, indeed, only scene of enterprize, since peace had been concluded with the Dutch. We find him at Genoa in the month of January 1676. In the month of August

and forty men, Paschall de Witt commander, having lain cruising for three days in sight of this place, on the 22d of February returned into port again; and some few hours after captain Harman, in the *Tyger*, arrived from Tangier: upon which there was suddenly spread a report, about town, that the Dutchman left his station fearing to meet the English frigate; which obliged Everfson, who was then careening in the bay, to advise captain De Witt, that there was no better redress for his honour than to challenge the Englishman; which being so resolved, he made all possible preparation against the next day; and, besides his own complement, was furnished from his admiral's own ship with two lieutenants and seventy soldiers, and about sixty seamen more out of the other ships, which made him two hundred and seventy strong. The *Tyger*, who had aboard only one hundred and eighty-four men, observed all these preparations, and put herself into the best disposition she could for the encounter; and both, next morning, went, in view of the inhabitants of this place, about a league distance out of the bay. They got up with one another, giving their broadsides within half pistol shot; that from the *Tyger* being so well directed, that it disabled his adversaries top-sail-yard, killed and wounded eighty men, without any considerable damage to himself; and immediately laying him on board at the bow, after half an hours dispute, which was desperate and bloody, entered his men and made him surrender; and so returned with the universal acclamations of the people. The prize was miserably torn and shattered, with the Dutch ensign under the English, to the great admiration of all that saw it: the enemy having lost one hundred and forty men besides eighty-six wounded; and the English losing, on their part, but nine; four of whom were unfortunately killed by the splitting of one of the lower deck guns, and fifteen wounded, amongst whom is the captain himself, who received a musket-shot, under his left eye, which came out between his ear and jaw-bone; but there are good hopes of his recovery." There is a picture of this action also, in the anti-chamber of the council-room at Greenwich hospital, and probably painted by the same person who executed the other. The peace was actually concluded between Holland and England at the time this action took place; and the respective commanders were assured, though not officially, of this circumstance. Campbell therefore makes the following remark on this transaction, "Thus the maritime powers, though their interest was, and ever must be the same, did their utmost, from false motives of honour, to destroy each other, and answer the ends of their common enemy; till the voice of the people, both in England and Holland, roused their governors to a just sense of their common danger, and procured thereby an alliance, which has lasted ever since."

1677, he captured an Algerine frigate called the *Datè Tree*; and death unfortunately put a period to his gallantry soon afterwards*, in a contest with a large man of war belonging to the same piratical state. The *Saphire* mounted thirty-four guns; the Algerine, which was called the *Golden Horse*, forty-six; she was manned with a chosen crew; and being one of the finest ships in their navy, was commanded by the Dey's son, a man of approved intrepidity and conduct. Notwithstanding these powerful advantages the Turk wished to decline the contest, and endeavoured to escape. His attempt was vain. The *Tyger* closing with her antagonist, captain Harman was shot through the reins, of which wound he soon after died. Thus did he close a life of brilliant exploits, in which each act of gallantry rose, as it were, progressively beyond that which had preceded it, so that the fame he acquired by his death nearly obscured that which he had gained in his life. To add, if possible, to the misfortune, the *Tyger* having lost her main-mast almost at the same instant her commander fell, the Algerine seized that opportunity of effecting her escape.

HEATHCOTE, John,—was appointed commander of the *Golden Hand* in 1672.

HOBBS, William,—was appointed commander of the *Levant Merchant* in 1672, and of the *Andalusia* on the 14th of April 1678.

HORNE, Count,—was descended from a noble Swedish family; and having entered into the navy was made lieutenant of the *Revenge* in 1671. He was removed from thence, into the same station, on board the *Rupert* in 1672. In the course of the same year he was promoted to the command of the *Constant Warwick*; and early in 1673 was removed, by prince Rupert, into the *Henrietta*. It is most probable he died soon afterwards, as, in the month of August following, the *Henrietta* was commanded by captain Worden; and it does not appear captain Horne was ever appointed to any other ship.

KIGIVEN, or KACGIVEN, Richard,—was made lieutenant of the *Sancta Maria* in 1665. He was not promoted to the rank of commander till the year 1672, when

* On the 10th of September 1677.

he was appointed to the *Eagle* fireship. We meet with nothing farther relative to him, nor does he appear to have been again employed till after the revolution. At length, on the 17th of May 1689, he was made captain of the *Reserve*: from this ship he was, soon afterwards, removed into the *Assistance*, and was sent to the West Indies in the month of March following under the orders of commodore Wright. At the attack made on the island of St. Christopher's, on the 21st of June, he highly distinguished himself as colonel-commandant of the marine regiment, formed of volunteers and sailors from the fleet, to assist the operations of the land forces. He was unfortunately wounded by a musket ball, in the thigh, during the assault made on the town of Basseterre, and died before he could be removed on board his ship.

KILLEGREW, Henry, — was the grandson of sir Robert Killegrew, of Hanworth in the county of Middlesex. The family is remarkable on three accounts, its loyalty, its wit, and its longevity. Henry having entered into the navy was made lieutenant of the *Cambridge* in 1666. From this ship he was removed to the same station, on board the *Saphire*, in the following year; and, in 1668, to the *Constant Warwick*. The peaceable disposition of surrounding nations preventing the exertion of that spirit of enterprise which characterises the brave, and is the certain forerunner of promotion and eminence, Mr. Killegrew, as well as many other of his gallant contemporaries; was not raised to the rank of commander till after the second commencement of hostilities with the Dutch. On the 9th of January 1672-3, he was appointed commander of the *Forester*; and, in the course of the following summer, was removed, first into the *Bonadventure*, and afterwards into the *Mouk*. On the 9th of March 1674, he was made captain of the *Swan* prize; on the 22d of April 1675 of the *Harwich*; and soon afterwards, on the death or resignation of captain Worden, of the *Henrietta*.

On the 7th of January following he was made captain of the *Bristol*; and was removed, on the 27th of March, into the *Royal Oak*. On the 14th of January 1678-9, he was made commander of the *Mary*; and returning from the Mediterranean, on which service he had been stationed many years, arrived at Plymouth on
the

the 11th of June 1679, with a small convoy. On the 3d of January following he was removed into the *Leopard*; and again, on the 27th of the same month, into the *Fore-sight*. He does not appear to have experienced any farther removal till the 1st of May 1683, when he was made captain of the *Montague*. On the 20th of the same month in the following year, he was appointed commander of the *Mordaunt*. He continued captain of this ship a considerable time, considering the period in which he served, and that removals were so remarkably rapid.

His next ship was the *Dragon*, to which he was appointed on the 11th of July 1686. He was soon afterwards sent, with a small squadron, to the Mediterranean, to which station he had been, as it were, habituated, in search of the marquis De Fleury, whose piratical depredations had considerably interrupted our commerce. He had, among other enormities, captured a ship called the *Jerusalem*, which had on board a bashaw, who was going to Tripoli. He carried his prize into Malta, where he agreed with the bashaw for his ransom, and departed, leaving behind him the females of the bashaw's seraglio, and other passengers, to the number of sixty-two, whose ransom was not settled. Soon after the marquis had sailed, captain Killegrew arrived in quest of him; and by his spirited interference with the grand master procured their release. Not content with rendering them this partial service, he took them, and all their effects, on board some of the ships of his squadron, and put them all on shore at Tripoli, whither they were originally bound. Thus did he afford to nations generally termed barbarous, a most striking proof of the benevolence and honour of Britons, as well as of their perseverance, their spirit, and their naval power. Captain Killegrew sailed from Tripoli in quest of the marquis. Having intelligence he had put into Villa Franca, he found, on his arrival, the marquis fled, the ship dismantled, and the neighbouring coasts consequently freed from all apprehension of his future depredations; he therefore returned to his station off Salée. On the 8th of December 1687, being then in chase of a Sallerine frigate, he had the misfortune to be grievously wounded by the splin-

ters of a gun, which burst*: but of this accident he speedily and perfectly recovered. He continued on the Mediterranean service a considerable time, for he did not return from thence till the 5th of May 1689, six months after the revolution had taken place. His prudent as well as gallant conduct, added to the experience he had acquired by a long and active service, being universally acknowledged by all, he was, almost immediately on his return, promoted to the rank of vice-admiral of the blue. But the French having no particular object in view which made an action indispensibly necessary, no second encounter took place after the petty skirmish at Bantry Bay.

The vice-admiral, who had shifted his flag into the Kent, a third rate, was soon after detached, with a small squadron, consisting principally of large armed ships hired from the merchants, to block up the port of Dunkirk, where it was reported a considerable number of enemy's ships were collected. This information proving false he proceeded along the French coast, and cruised backwards and forwards in the Channel, without meeting with any occurrence worth relating, till the latter end of August: he was then obliged to put into Torbay to recruit his stock of provisions and beer: and the winter season

* We have the following account of this miserable accident, in a letter from an officer on board the Dragon at the time, dated Gibraltar, December the 23d, 1687. "On the 8th instant, at five in the morning, we discovered a sail about two miles to the southward of us, we being under a main course laying by, and they the same. Making sail after them we discovered them to be of Saltee, and by ten in the morning we fetched up within half a cable's length of them, when an extraordinary accident rescued them out of our hands. Their shot twice struck our main-top-mast, the second brought it by the board. Falling into the back of the main-sail, and so into the ship, we could not brace our main-yard one way or the other; upon which the Saltee man clapped upon a wind and started from us, we not being able, with any of our guns, to disable either their masts or yards. As we went to fire one of the foremost guns upon the quarter-deck, captain Killgrew, our commander, being at the same time forward by the gangway giving his orders, the gun split and struck him down, bruising and wounding him in several places; both the bones of his right leg were broke and forced quite through the flesh, making besides a large wound under his right ear, besides others of less consequence in his face and body. By the means that have been since used, it is hoped the captain may recover."

approaching, it was judged necessary to order the ships into port, more especially as there did not appear to be any enemy at sea to contend with.

On the 23d of December following Killegrew was appointed commander-in-chief of a squadron sent to the Mediterranean to oppose the Toulon fleet: its force was considerable*; but misfortune and disappointment appear ever to have attended it from the first moment of its equipment. Meeting with contrary winds, and encountering repeated storms, it was upwards of a month on its passage to Cadiz. Many of the English ships received considerable damage; and two Dutch men of war, one of seventy-two, the other of sixty guns, foundered. To render this distress complete, the governor of Cadiz, whom he applied to for succour, behaved not with the candour of a commander belonging to neutral power, but with all the timid aversion of an impotent enemy, who wanted not the will but the means only of totally destroying the interest of the allies, together with their squadron. On the 9th of May, most of the ships being fortunately re-equipped as well as circumstances would permit, the admiral received information, from three different quarters, that the Toulon squadron, commanded by Chateau-Renaud, was at sea, and that it consisted of ten sail of the line according to the lowest accounts, that three of them were ships of eighty guns each. The admiral lost not a moment's time in preparing to put to sea to meet them. He accordingly sailed early on the morning of the 10th, with seven English and two Dutch ships of the line, being all that were in a condition for service, having previously dispatched orders to Gibraltar, for captain Skelton, who lay there with a small

* Twelve line of battle ships, a frigate, and two fireships. He was joined also by a squadron belonging to the states-general, under the command of admiral Allenmonde. The English ships were, the Duke of ninety guns, the Berwick and Burford of seventy, the Montague and Resolution of sixty; the Greenwich, Newcastle, Happy Return, and Oxford of fifty-four; the Falcon, Tyger, and Portland of fifty; the Sapphire of thirty-two; together with the Half Moon, and Cadix Merchant fireships. This squadron did not sail from Torbay till the 7th of March. The Dutch ships were, the Gelderland, the Amsterdarn, the Zeevickzee, the Haerlem, the Unicorn, and the Vlardinge, besides two others which were lost on their passage.

division of English and Dutch ships, to join him. Their force, when united, consisted of ten ships of the line English, and five Dutch, two frigates and two fireships. On the following day they got sight of the French Squadron off Ceuta Point. M. Chateau Renaud conceiving our force to be considerably weaker than it really was, suffered our headmost ships to approach within two miles of his van; when discovering his mistake he instantly set his top-gallant sails and crowded away with all the sail he could carry. The English immediately pursued, but the French ships being just out of port, and consequently clean, had a considerable advantage over the ships of the combined squadron, which had all been so long a time off the ground.

The chase was fruitlessly continued till ten o'clock next day, when the rear of the enemy's squadron being four leagues a-head of the van of the English, whose rear were hull down*. Admiral Killegrew finding all farther pursuit vain, brought to for the scattered ships to join him; and in the evening bore away for Cadiz. The principal object of the expedition being thus frustrated by the escape of the enemy through the Streights, the admiral, after having detached the *Tyger*, *Oxford*, and *Newcastle* for Smyrna, commanded by captain Coal; the *Saphire* and *Richmond* for Malaga, under captain Bokenham; and the *Portland*, *Greenwich*, and *Falcon* to Scanderoon, under the orders of captain Ley, prepared to return, according to his instructions, with the remainder†. That the same ill-fortune which appeared to have attended him through the whole of his expedition might continue to the last, he was no less than thirty five days on his passage to

* At the time admiral Killegrew left off chase, the only ships of his squadron that could have engaged the enemy were, the *Duke*, the *Portland*, the *Montague*, and the *Eagle*: the rest were so far a-stern as to be incapable of affording any support to him; nor was it likely they would be able to get up during the continuance of the contest, had it taken place. The French admiral, on the other hand, had so near him, that he could have immediately brought them into action, six line of battle ships, three armed ships, three fireships, and a Tartane. Notwithstanding this superiority of force, he thought it most prudent to use his utmost endeavours to avoid an engagement.

† Consisting of four line of battle ships, and two fireships, English; and six Dutch ships of war.

Plymouth; and on his arrival there he found the French fleet in possession of the Channel, so that it was impossible for him to proceed farther. He immediately took the proper precautions to secure the shattered remains of his squadron from any sudden attack on the part of the enemy, who soon afterwards quitted the channel without making the attempt. Notwithstanding the ill-success of the late expedition, so little open to censure was the conduct of admiral Killegrew, so impossible was it to ascribe any part of its failure to his behaviour or unmanagement, that he was, immediately afterwards, appointed one of the joint-admirals with sir R. Haddock and sir J. Ashby, to command the fleet in the absence of the earl of Torrington.

The principal transactions of the fleet, while under their command, having been given already in the lives of Haddock * and Ashby, it is needless to repeat them here. Admiral Russel having, on the 23d of December following, been appointed commander-in-chief of the fleet, Killegrew was promoted to the rank of admiral of the blue and served in the grand fleet during the following year, in that station. The naval operations during this period were not only insignificant but will be related with more propriety in the life of admiral Russel.

During the year 1692 admiral Killegrew does not appear to have held any command; but, in 1693, he was again called to his former station of joint-commander of the fleet, in conjunction with sir Cloudesly Shovel and sir Ralph Delaval. On the 15th of April he was also appointed one of the commissioners for executing the office of lord high admiral. Few persons are unacquainted with the disgraceful misfortune that befel the Smyrna fleet, under convoy of sir George Rook, soon after he had parted from the main fleet under command of the joint-admirals. This unfortunate event was charged principally to their mismanagement; yet it is but justice to inform the world, that, after the most critical and strict examination into their conduct, by the house of commons, notwithstanding they came to the following resolution, "*that, upon examination of the miscarriage of the fleet, this house is of opinion, that there hath been a notorious*

* See page 232.

and treacherous mismanagement in the affair;" they unanimously negatived a motion tending to affix a censure on the joint-admirals-in-chief. Ill success, and the general reputation of being unfortunate, are always held sufficient grounds for the retirement of a commander: all that he can hope or expect is, that he quits, without disgrace, that service in which he had ever lived with honour. The enquiry consequently produced the dismissal* of admiral Killegrew and sir Ralph Delaval. Admir I Killegrew was afterwards chosen representative in parliament for the borough of St. Alban's; and died at his seat near that place on the 9th of November 1712.

As to his character no man has, on account of his political tenets, been more, and, perhaps, unjustly aspersed. Burnet, in particular, says, that Killegrew was believed to be so much in the interest of king James, that it was thought the king was putting the fleet into the hands of such as would betray him, by employing Killegrew and Delaval; for though no exception lay against Shovell he was but one to two. Macpherson, who has written in days when the prejudice of party, and political principles, may be supposed to have had no influence on his mind, is clearly of opinion Killegrew was ever strongly attached to the interests of king James†; yet he, in effect, exonerates him from a part of the charge of misconduct, by admitting the inactivity of the persons entrusted with the equipment of the fleet; and that when it did fail it was very feebly manned, and ill-supplied with necessaries and provisions. As Mr. Killegrew is the first person who has hitherto, in the course of these memoirs, afforded us an instance of an officer's acting in a high and consequential command under a prince, to whose cause he is said to have been adverse, against another prince, to whose interests he was sincerely attached; it may, probably, save some future repetition to explain, what appears to us to have been the motives which actuated the conduct of

* He was not dismissed from his post of commissioner of the admiralty till the 4th of May 1694.

† Delaval, Killegrew, and Shovell, were appointed, in a joint commission, to execute the office of admiral. The two first had been for some time in the interest of the late king.—Macpherson, vol. ii.

Besides, his majesty has the two admirals, who command the fleet, and who are in correspondence with him, and from whom his majesty may expect every advantage.—Nairne Papers.

such commanders, as in the beginning were thought most warmly to have espoused the cause of William the Third; yet, after they had assisted in placing and fixing him on the throne, seem, in some degree, to have repented of their folly or too hasty patriotism, and to have returned to that attachment or loyalty, as one party will term it, in which they had been nursed and educated, though by their apostacy they incurred the risk of loading their memories, at least, with a charge little short of treason. Let not, however, this conduct be ascribed to levity, let it not be attributed to disappointed ambition, or to any other fanciful charge the ingenuity of a party-writer may please to suggest. Let us assign it to its true and genuine cause, a mistake in the character of the man they patriotically employed to prevent the enslavement of their country, and who was not to be satisfied with a less reward than that of being chosen its ruler. The two most eminent* characters in the naval service of that time, and who were the first movers, as it were, of the impending revolution, both fell under this stigma. Many other personages of equal and inferior note, in different departments, are in the same predicament. It will appear very evident, when we critically examine their conduct, that the defection of both these persons † was owing to no personal dislike to James, but rather to a mere honest and patriotic detestation of the measures he was endeavouring to pursue. To reform these, to restore their country to that liberty it possessed naturally, and by descent, they applied to the prince of Orange; they flew to him as their protector without ever entertaining the smallest idea he was hereafter to become their sovereign. He very readily and honestly afforded them all the assistance they required. He most probably had himself not the most distant hope, at that time, of the great and wonderful event which was on the eve of taking place. The irresolution and bigotry of

* Herbert and Ruffel.

† That of Ruffel has been attributed, by some people, to his indignation at the cruel treatment and execution of his kinsman, lord Ruffel. If that had been the first spring of his conduct, it certainly would have spoiled a resentment against James, which would never have given way to a personal attachment, which he is charged with having always entertained for him after the revolution.

James broke, in an instant, all the designs of those who had, from the beginning, adhered to the prince. The timidity of this their natural sovereign, and his defection of his people, caused by a consciousness of having forfeited every pretension to their loyalty and regard, plunged all those, who wished to have reformed him, into a state of treason and disaffection to him, foreign to their intentions, and hateful to their minds. The gulph into which they had plunged, as it had not been foreseen, so were there left no means of escape from it. Herbert, in particular, when confined with the gout, is said to have started from his bed, and honestly declared, had he foreseen the event he never would have drawn a sword for the prince *. In saying this he probably spoke the sentiments of much the greater part of those who had concurred, and assisted in effecting the revolution. The nation, however, was not to be left in the state into which it was then fallen, a prey to the dictates of a man, who, had he not possessed too much integrity and wisdom, might have assumed the air and tone of a conqueror: but if he waived the right he derived from the aid of his fifteen thousand armed followers, he was not disinterested enough to suffer those, whom, in compassion only, he came to assist, to act, when liberated by his generosity, according to the pure dictates of their own inclination. The loyalty and attachment of the English nation to their ancient line of kings, would have felt no violence imposed on them, had they been suffered to transfer the crown from the personage who had deceived them, who had forfeited all pretensions to their obedience, who had wished to enslave them, and erect himself into their despot, to his daughter, who was innocent of his crimes, and warned by his example. There still existed a love for his family bordering on enthusiasm: this was, if possible, encreased by a veneration for the virtues, requisite to the government of a great nation, which all parties were ready to admit the personage the object of their choice possessed. The prince of Orange was a foreigner; he was connected with Britain only as the husband of its sovereign's daughter: he was seen by many in the light of a conqueror, a reason very sufficient to excite their

* This imprudent speech might, probably, have laid the first foundation of his future ruin.

aversion. He possessed a reserve and austerity of manners little suited to the blunt and honest familiarity of a Briton. Above all, he, on every occasion, betrayed the greatest reluctance in dismissing those foreign troops which, though they had preserved to Englishmen their liberties, were regarded by them with an eye of horror and distrust. Weighing these several motives of disgust, numbers gazed, almost with astonishment, at the power they had themselves bestowed; but they continued to support it, because they had too much patriotism to disturb the peace of their native country, and too much honour to bring into disgrace, or even suspicion, that faith which they had once pledged. It reflects no small degree of honour, particularly on those characters of which we treat, that no single charge of wilful misconduct, or disaffection to the ruling power, has ever yet been proved. Whatever might be their natural inclination, and political bias, they took every human care to veil them from the knowledge of the world, and acted on all occasions as if they considered the personal glory of their new sovereign, and the victories they obtained under his auspices, as the only proper means of aggrandizing their native country, and contributing to its future welfare: their repentance, if any, was known only to themselves. Intrigue and conspiracy were stifled in their very birth, because while honour survived they could not be suffered to exist.

Thus have we humbly* endeavoured to apologise for the conduct of those persons who, while employed under the existing government, are charged with having retained an unwarrantable and dishonourable attachment to the justly banished branch of the house of Stuart; and shall dismiss the political discussion* of the propriety or impropriety of the private conduct of the persons alluded to, we hope, for ever.

LOVEL, Thomas,—except during a very small interval, appeared only in a particular line of service, a line deemed rather singular, to have been taken up and pursued from the time of an officers first entrance into it. He was made commander of the *Henrietta* yacht in 1672, and

* Except a trivial remark we shall have to make on the conduct of Russell, and the treatment of Rooke.